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FIFTY-THIRD REPORT

of

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

1957

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EDMOND CLOUTIER, C.M.G., O.A., D.S.P.
QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1958

THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

C. D. Shepard, Q.C., *Chief Commissioner.*

W. H. M. Wardrope, Q.C., *Assistant Chief Commissioner.*

A. Sylvestre, Q.C., *Deputy Chief Commissioner.*

F. M. MacPherson, *Commissioner.*

H. B. Chase, C.B.E., *Commissioner.*

L. J. Knowles, *Commissioner.*

C. W. Rump, *Secretary.*

J. V. Lajoie, *Assistant Secretary.*

R. Kerr, Q.C., *General Counsel.*

J. M. Fortier, *Assistant Counsel.*

J. E. Dumontier, *Director of Engineering.*

R. A. Shier, *Assistant Director of Engineering.*

A. S. Kirk, *Director of Traffic.*

H. W. Ellicott, *Assistant Director of Traffic.*

J. Hanley, *Assistant Director of Traffic.*

R. M. MacDonald, *Director of Operation.*

A. LeSage, *Assistant Director of Operation.*

M. E. Burwash, *Director of Economics and Accounting.*

W. Hogben, C.A., *Financial Adviser.*

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BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

CHIEF COMMISSIONER – C. D. SHEPARD, Q.C.

ASSISTANT CHIEF COMMISSIONER – HUGH WARDROPE, Q.C.

DEPUTY CHIEF COMMISSIONER – ARMAND SYLVESTRE, Q.C.

COMMISSIONER – F. M. MACPHERSON

COMMISSIONER – H. B. CHASE, C.B.E.

COMMISSIONER – L. J. KNOWLES

SECRETARY OF THE BOARD – C. W. RUMP

FEDERAL PUBLIC STATUTES CONFERRING JURISDICTION ON THE BOARD INCLUDE:

RAILWAY ACT – Chap. 234, R.S.C. 1952. Confers extensive judicial, regulatory and administrative functions in respect of, inter alia, location, construction, operation and uniform accounting of railways subject to Parliament; protection at highway-railway crossings; The Railway Grade Crossing Fund; railway express, telegraph, telephone and international bridge tolls.

TRANSPORT ACT – Chap. 271, R.S.C. 1952. Confers jurisdiction to license ships on the Great Lakes, MacKenzie and Yukon Rivers; their charges and tolls; and agreed charges of certain rail and water carriers.

PIPE LINES ACT – Chap. 211, R.S.C. 1952. Confers jurisdiction re location, construction, operation and accounts of interprovincial and international gas and oil pipe lines, tariffs and tolls of such oil pipe lines.

BRIDGES ACT – Chap. 20, R.S.C. 1952. C.N.R. – C.P.R. Act – Chap. 29, R.S.C. 1952.

DRY DOCKS SUBSIDY ACT – Chap. 91, R.S.C. 1952. MARITIME FREIGHT RATES ACT – Chap. 174, R.S.C. 1952. RADIO ACT – Chap. 233, R.S.C. 1952. ST. LAWRENCE SEAWAY AUTHORITY ACT – Chap. 242, R.S.C. 1952. TELEGRAPHS ACT – Chap. 262, R.S.C. 1952, C.N.R. ACT – Chap. 29 of 1955 Statutes.

For Private Acts conferring jurisdiction see Appendix "B" of Board's Annual Report.

ECONOMICS AND ACCOUNTING

M. E. Burwash — Director
W. Hogben, C.A. — Financial Adviser

Responsible for providing economic, statistical and financial information and advice required for decisions by the Board in connection with investigations, applications, hearings and reviews of carrier performance pursuant to Board Orders and Rulings; the form and content of periodic reporting by railways, water carriers, pipe lines, communications and other companies subject to the jurisdiction of the Board; analysis and interpretations of transportation and communication trends in recurrent reports and special submissions; processing and publication of the Annual Waybill Analysis of All-Rail Carload Freight Traffic; administration of uniform accounting classifications; conducting field examinations of company records; issuance of accounting interpretations and rules governing the preservation of records; formulae governing freight and traffic costing and general accounting allocations, and the methods to be followed in establishing "out of pocket" and "all inclusive" costs; special studies and research on the economics of companies under the jurisdiction of the Board, including problems which are known to be developing and which may be expected to involve Board decisions.

ENGINEERING

J. E. Dumontier — Director
R. A. Shier — Ass't. Director

The Engineering Branch deals with and advises the Board on all applications concerning construction and maintenance of railway lines, inter-provincial oil and gas pipe lines, and administration of the Railway Grade Crossing Fund.

Conducts field inspection and examines plans before recommending the approval of construction and maintenance of railway lines, sidings, railway-highway-farm crossings, junctions, signals, bridges, fences, drainage, etc.

Examines all plans, profiles and books of reference for the construction and maintenance of extensions, deviations and new oil and gas pipe lines and conducts field inspections and testing before recommending approval.

Conducts field inspections, examines plans and estimates of cost for construction of grade separations, installations of automatic protection or safety features at railway-highway crossings.

Maintains complete record of railway-highway crossings and grants, commitments and payments from the Railway Grade Crossing Fund.

LAW

R. Kerr, Q.C. — General Counsel
J. M. Fortier — Ass't. Counsel

The law Branch advises the Board and its Officers on questions of law, jurisdiction, practice and procedures; drafts orders, regulations and legislation; represents the Board on appeals and references to the Supreme Court of Canada and other courts when necessary; attends the Board's public hearings and when necessary examines witnesses; confers and corresponds with Counsel representing parties to applications before the Board; prepares briefs, memoranda and précis on matters dealt with by the Board.

Supervises the maintenance of the Board's Library and other related work of a professional legal nature.

OPERATING

R. M. MacDonald — Director
A. Lesage — Ass't. Director

The Operating Branch advises the Board and makes recommendations in matters relating to adequacy of rail service to the public, safety of operation, safe condition of rolling stock and equipment, suitability of facilities, investigation of accidents, fire protection along railway right-of-way and the safe transportation of commodities. The Branch is divided into four sections: (1) Operating, (2) Mechanical, (3) Fire Prevention and (4) Explosives and Other Dangerous Commodities.

In view of the Branch's concern with the day to day operation of railways coming under the Board's jurisdiction, close working relations are maintained at all levels of management as well as with labour groups and other interested parties. Applications to abandon, reduce or augment existing services are investigated by the Operating Branch. Rolling stock and motive power is regularly inspected. To carry out the field work involved in these duties District Offices are maintained at several locations outside Ottawa. The current rules respecting most of these functions are contained in some 160 Board Orders which are subject to periodic amendment or revision as the need arises.

SECRETARY'S (Administrative)

C. W. Rump — Secretary
J. V. Lajoie — Ass't. Secretary

The Secretary's or Administrative Branch is divided into three sections: (1) General Administrative Services, (2) Records and (3) Accounts.

In addition to the maintenance of minutes of Board meetings the Secretary's Branch keeps a record of all proceedings conducted before the Board by way of public hearings, makes all arrangements for such hearings at or outside Ottawa; deals with all official correspondence of the Board; has custody and care of all official records and documents belonging or appertaining to the Board; maintains official copies of every Judgment, Regulation, Ruling and Order of the Board; issues certified copies of such orders and regulations as requested; makes recommendations on matters affecting the employment and accommodation of the Board's staff; initially deals with inquiries for information covering the Board's work from interested parties, the Press, etc.

TRAFFIC

A. S. Kirk — Director
H. W. Ellicott — Assistant
J. Hanley — Directors

Deals with, and advises the Board on, all matters concerning Traffic, Tolls and Tariffs in respect of:

Freight (Rail and Water).
Passenger (Rail and Water).
Express.
Agreed Charges.
International Bridges and Tunnels.
Pipe Lines.
Telegraph.
Telephone.
Radio Messages (Radio Regulations).
Maritime Freight Rates Act.
Trackage Maintenance Subsidy.
Licensing of Ships.
Free and Reduced Rate Transportation.

DISTRICT OFFICES – ENGINEERING AND OPERATING

- MONCTON, N.B.
- WINNIPEG, MAN.
- CALGARY, ALTA.

DISTRICT OFFICES – OPERATING

- ST. JOHN'S, NFLD.
- MONTREAL, P.Q.
- TORONTO, ONT.
- VANCOUVER, B.C.

August 1957

REPORT OF BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

To the Governor in Council:

Pursuant to Section 31 of The Railway Act, Chapter 234 R.S. 1952, the Board of Transport Commissioners for Canada has the honour to submit its Fifty-Third Report for the year ended December 31st, 1957.

GENERAL REVIEW OF BOARD'S WORK IN 1957

The following is a general review of the Board's work during 1957. More detailed information concerning the Board's work reviewed in this section will be found in separate parts of the report under the headings of Economics and Accounting, Engineering, Legal, Operating, and Traffic.

During the year, 2,365 applications were submitted to the Board under the provisions of the Railway Act, the Maritime Freight Rates Act, Transport Act, Oil or Gas Pipe Lines Act and other legislation under the Board's jurisdiction.

Thirty-three public hearings were held by the Board during 1957. While most of these hearings were held in Ottawa, sittings of the Board were also held in Drummondville, P.Q.; Joliette, P.Q.; Levis, P.Q.; Montreal, P.Q.; Quebec, P.Q.; St. Felicien, P.Q.; Valleyfield, P.Q.; Cornwall, Ont.; Owen Sound, Ont.; Toronto, Ont.; and Victoria, B.C.

Some of the more important cases dealt with during the year required the Board's consideration of a general increase in railway freight rates; a general increase in Bell Telephone subscribers' rates; establishment of a new procedure for the determination of telegraph rates; construction of oil and gas pipe lines; demurrage charges on bulk grain; railway grade separations and protection in connection with the diversion of the Canadian National Railways' line in the St. Lawrence Seaway area; and the re-examination of the rule governing the position of utility companies in relation to the apportionment of the cost of railway—highway grade separations. Also, during the year, the Board continued its work in connection with the General Freight Rates Investigation directed by Order in Council P.C. 1487 dated April 7, 1948 (Equalization Case) and pursuant to Section 336 of the Railway Act, with respect to Commodity Freight Rates.

Decisions with respect to some of these cases were still pending at the end of the year. However, in cases wherein judgment of the Board was rendered during the year they have been reported in the Board's semi-monthly reports entitled "Judgments, Orders, Regulations and Rulings" published by and obtainable from the Queen's Printer.

In addition to a headquarter's staff of 133, the Board continued the maintenance of seven district offices located in St. John's, Nfld.; Moncton, N.B.; Montreal, P.Q.; Toronto, Ont.; Winnipeg, Man.; Calgary, Alta.; and Vancouver,

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B.C. These District Offices have a total staff of 27 employees, their major function being to facilitate the making of engineering and operational inspections in their respective areas.

During 1957, a total of 2,739 Orders and 6 General Orders were issued by the Board.

No amendment was made to the Railway Act, Transport Act, or other legislation under the Board's jurisdiction during 1957.

SUMMARY
OF
APPEALS TO THE GOVERNOR IN COUNCIL FEBRUARY 1, 1904, TO DECEMBER 31, 1957

Dismissed (including refusal to grant leave to appeal)	31
Allowed	3
Referred Back	14
Withdrawn, Discontinued, etc.	11
Pending	1
Total	60

SUMMARY
OF
APPEALS TO THE SUPREME COURT OF CANADA FERBUARY 1, 1904, TO DECEMBER 31, 1957

Dismissed (including refusal to grant leave to appeal)	73
Allowed	19
Withdrawn, Discontinued, etc.	12
Pending	2
Total	106

APPEALS FROM ORDERS OF THE BOARD DURING 1957

During 1957 there were three appeals to the Supreme Court of Canada from Orders of the Board. Two of them were dismissed, one is pending. They were as follows:

File No. 46339.5—International Refineries, Inc., from Judgment and Order dated April 23, 1957, dismissing an application complaining against certain tolls of Interprovincial Pipe Line Company. Leave to appeal refused.

File No. 40892.4—Brotherhood of Railway Employees et al from Judgment and Order dated March 13, 1957, that employees of New York Central do not have a legal right to compensation for financial loss caused to them by change of residence necessitated by the abandonment of operation of the line, or consequent closing and abandonment of stations and divisional points thereon, authorized by the Board under its Order No. 90648 of January 10, 1957. Pending.

File No. 47332—J. M. Brown Motor Company Limited from the Board's Judgment and Order dated July 16, 1957 re certain through rates on automobiles shipped from Hamilton to Vancouver. Leave to appeal refused.

In accordance with the requirement of Section 31 (1) (*a*) of the Railway Act, a summary of the major applications and decisions of the Board is given on page 26 of this report.

An article entitled "The Board of Transport Commissioners for Canada—A Review of Its Constitution, Jurisdiction and Practice" prepared by the Board's General Counsel, Mr. R. Kerr, Q.C., appears on page 7 of this report.

THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

A Review of its Constitution, Jurisdiction and Practice

By Rod Kerr, Q.C., General Counsel

The Board of Transport Commissioners for Canada is in the second half-century of its existence. It has an extensive and interesting jurisdiction under the Railway Act, Transport Act and Pipe Lines Act over transportation by railway and by inland water, communication by telephone and telegraph, and transmission of oil and natural gas by pipe line, all vital to the economic life of Canada, and jurisdiction in particular respects under other public and private Acts of Parliament, including the following:

Bridges Act, R.S.C. 1952, c. 20.
Canadian National Railways Act, 1955, c. 29.
Canadian National—Canadian Pacific Act, R.S.C. 1952, c. 39.
Maritime Freight Rates Act, R.S.C. 1952, c. 174.
Radio Act, R.S.C. 1952, c. 233.
Telegraphs Act, R.S.C. 1952, c. 262.
St. Lawrence Seaway Authority Act, R.S.C. 1952, c. 242.
Re Toronto Harbour Commissioners, 1-2 Geo. V, c. 26.
Re New Westminster Harbour Commissioners, 3-4 Geo. V, c. 158.
Re The Burrard Inlet Tunnel and Bridge Company, 9-10 Ed. VII, c. 74; 1 Eliz. 11, c. 56
Re British Columbia Telephone Company, 6-7 Geo. V, c. 66; 15 Geo. VI, c. 85.
Re Bonaventure and Gaspe Telephone Company, 6-7 Ed. VII, c. 64; 3-4 Eliz. II, c. 86.
Re Yellowknife Telephone Company, II Geo. VI, c. 95.
Re Canadian Marconi Company, 15-16 Geo. V, c. 77.
Re Bell Telephone Company of Canada, 11-12 Geo. VI, c. 81.
Re Gatineau Transmission Company, 17 Geo. V, c. 108.
Re Western Canal Company, 1-2 Geo. V, c. 149.
Re St. Mary River Bridge Company, 6-7 Ed. VII, c. 129.
Re Continental Heat and Light Company, 7-8 Geo. V, c. 75.
Re Dominion Electric Protection Company, 14-15 Geo. V.,C. 102.
Re Canadian Dexter P. Cooper Company, 16-17 Geo. V, c. 23.

The purpose of this review is to outline in a broad way some important features of the Board's constitution, jurisdiction and practice, for its judicial and regulative functions are far greater than is generally realized.

The volume of the Board's work has increased greatly since the end of World War II. It has included the hearing and determination of a succession of applications for general freight rate increases, which resulted in the first major modification of freight rates since the 1920's, and of a succession of applications for general telephone rate increases, likewise the first for many years; a general freight rates investigation, which the Board was directed to make by Order in Council P.C. 1487 of April 7, 1948; equalization of freight rates pursuant to the national freight rates policy declared by Parliament by amendment to the Railway Act in 1951; the establishment and administration of a uniform classification and system of accounts and returns for railways and the institution of a statistical procedure for the Board itself, which were ordered by Parliament by the 1951 amendments to the Railway Act; the institution of a railway "waybill analysis" whereby the Board obtains and analyses valuable information respecting all-rail carload freight movements; the making of a new Canadian freight classification; and a Canada-wide investigation into

railway-highway crossing problems, which resulted in increases in Parliament's annual appropriation to The Railway Grade Crossing Fund (which was $200,000 in 1947 and now is $5,000,000). The entry of Newfoundland into Confederation, with consequent jurisdiction by the Board in respect of its railways, the new jurisdiction over pipe lines conferred in 1949, and the unprecedented growth of the population and industry of Canada and the changes in her economy, have also given new and additional work to the Board during recent years.

A Court of Record

The Board was created and initially named the Board of Railway Commissioners for Canada by the Railway Act of 1903 and was given its present name by the Transport Act, 1938.

It is a Court of Record, constituted as such by section 9 of the Railway Act and so recognized by other courts. Sir Lyman P. Duff, C.J.C., in C.N.R. v Bell Telephone Company, (1939) S.C.R. 308, 50 C.R.T.C. 10 at 16, stated:—

> "The Board of Railway Commissioners is a statutory Court, but it succeeded to all powers, authorities and duties of its predecessor the Railway Committee of the Privy Council, and it is endowed with regulative powers (powers which in their nature are legislative) as well as large administrative powers."

In Toronto Ry. Co. v. City of Toronto, (1920) A.C. 426, 25 C.R.C. 318, the Privy Council also stated:—

> ".....The Railway Board is not a mere administrative body. It is a Court of Record....."

The Commissioners, like Judges, are removable during the term of their appointment only upon impeachment by Parliament and are therefore independent of the Crown or the Government: section 9(3). The latter words of this subsection, "upon address of the Senate and House of Commons", were substituted in 1919 for the words "for cause" and were copied from section 99 of the British North America Act, 1867, respecting tenure of office of Judges of Superior Courts.

By section 33(3) of the Railway Act the Board, as respects matters necessary or proper for the due exercise of its jurisdiction, has all such powers, rights and privileges as are vested in a Superior Court. Nesbitt, J., of the Supreme Court of Canada, in Montreal Street Ry. v. Montreal Terminal Railway, 36, S.C.R. 369, 4 C.R.C. 373, stated that the fullest possible effect should be given to the language of subsection (3) as to enforcement of orders.

An interesting sidelight is that although the Board has the powers of a superior court it has never found it necessary to exercise any of those powers in respect of contempt of court, although at times it has been the object of criticism and pressures, which, if directed at other superior courts, would probably have resulted in contempt of court proceedings. The Board dealt with one such incident in a case in 1919, Express Traffic Association v. Toronto, Montreal, et al., 25 C.R.C. 61 at 111, where a resolution condemning some of the commissioners was published and an advertising campaign was carried on in an effort to influence the Board's decision. In his Judgment the Chief Commissioner said:—

> "It is very difficult to account for the resolution condemning the commissioners who afforded the relief in 1917, then so highly praised. Although personally unaffected by and totally indifferent to the threats that have been made, it is obviously my duty, in the interests of the administration of justice, to call public attention to the methods adopted. Such methods never can succeed.

> A court which can be influenced by threats is, as a court, useless. A court which, on the one hand, either desires praise or fears censure, and is concerned in doing aught but what is the right thing to be done under the given circumstances before it, within its jurisdiction and subject to the law, is worse than no court at all . . . If force and threats are to influence the decision of the courts, they might as well be done away with at once and the ultimate force of a Bolsheviki rule adopted.
>
> The matter is, of course, one which could be handled under the provisions as to contempt. This matter is pending, and any attempt such as is being made to subvert the proper disposition of justice by threat can, of course, be adequately dealt with. I am not very fond, however, of contempt proceedings. If a plain statement of the facts is not sufficient to bring home to those interested the mistake they have made, I do not think that any proceeding for contempt can bring about any really useful purpose. While, in an action involving only individual rights, relief might well be refused unless proper apology is made, this is not such a case. The rights of the citizens of Toronto cannot and ought not to be prejudiced by the actions of their perhaps self-constituted representatives, no matter how improper or mistaken such actions may be."

The status of the Board as a court has also been recognized by Speakers of the House of Commons. On one occasion, on a point of order raised when a member stated that the Board had failed in its duty, the Speaker ruled as follows:

> "The Board of Railway Commissioners is a court of record and therefore may not be attacked except by way of impeachment. This has been decided twice by this House within my knowledge." Debates of the House of Commons, 1928 Session, page 3106.

Paragraph 251 of Beauchesne's Parliamentary Rules and Forms, 3rd Ed., 1943, states: "The Board of Railway Commissioners is a court of record and therefore may not be attacked except by way of impeachment."

By section 50 any decision or order of the Board may be made a rule, order or decree of the Exchequer Court or of any superior court of any province, but the Board may also enforce its decisions and orders by its own action. In Re Toronto and Toronto Ry., 42 O.L.R. 82, 43 D.L.R. 739, an Order of the Board requiring the railway company to contribute to the cost of a bridge was made a rule of the Supreme Court of Ontario and the city proceeded to enforce it by execution, whereupon the company moved for an order staying execution on the ground, inter alia, that the order was not lawfully an order of the Supreme Court of Ontario. Middleton, J., in refusing the application, said:—

> "The Dominion Act, I think, makes the provincial courts, so far as their executive and ministerial officers are concerned, ancillary to the Court or Board, constituted by the Act for the purpose of determining the rights which come within the purview of the statute. These rights, determined by the Dominion tribunal, are to be enforced by the machinery of the provincial courts. The decree of the Board on being presented to the registrar of the provincial court, is to be entered of record and thus becomes automatically a judgment of the court, to be enforced in the same way as an ordinary judgment pronounced in due course. This is a simple and convenient mode of enforcing the judgment of the court . . . "

On appeal to the Privy Council the judgment of Middleton, J., was sustained: 25 C.R.C. 318, (1920) A.C. 426.

The Board has power, under section 54, to make its own rules of practice and procedure, and has done so. A copy of its Rules of Practice may be obtained without charge on application to the Secretary.

It may award costs of proceedings before it, but its practice is not to award costs: section 62.

It may enforce the attendance of witnesses and production of documents and may issue commissions to take evidence in a foreign country: section 63.

The finding or determination of the Board upon any question of fact within its jurisdiction is binding and conclusive: section 45.

No Order, decision or proceeding of the Board can be questioned or reviewed, restrained or removed by prohibition, injunction, certiorari, or any other process or proceeding in any court, except on appeal to the Supreme Court of Canada upon a question of law, or a question of jurisdiction, or by the Governor in Council: section 53.

Although it is a court the Board differs from other courts in Canada in the following respects:—

(*a*) It has extensive regulative and administrative powers.

(*b*) It may determine, of its own motion, any matter that it may determine on application: section 36. Jurisdiction of the Board was upheld by the Supreme Court of Canada under this section when objection was made that the applicant in whose favour an order was made had no status before it: G.T.P. v. Purcell, 15 C.R.C. 314. See also Alberta Motor Transport Association v. Ry. Association of Canada, 54 C.R.T.C. 165.

(*c*) It has power to review, rescind, change, alter, or vary its orders and decisions and to re-hear an application: section 52. In St. Eugene de Guigues v. C.P.R. 46 C.R.C. 401, (1937) S.C.R. 451, the Supreme Court of Canada said that they had no doubt of the jurisdiction of the Board to direct and proceed with a re-hearing. The rule followed by the Board is that cases are not reopened unless doubt has arisen in the minds of the Board as to the correctness of the first conclusion by reason of new matter advanced on an application to re-open, or otherwise as to the soundness of the first conclusion, or when new evidence on a material issue can be presented: American Coal v. M.C.R., 21 C.R.C. 15; Canada Rice v. C.F.A., 36 C.R.C. 91.

(*d*) In many of the applications with which it deals it serves a dual purpose, for it must decide the case correctly as between the parties before it and it must also decide the case so as to best serve the public interest where such interest is a consideration to be taken into account—this is a forward looking function which differs from a purely judicial determination of present or past rights of the parties.

Its jurisdiction also overlaps to some extent the jurisdiction of other courts, the most important encroachment being by section 35 respecting certain agreements. In dealing with applications under this section the Board has held that it should interfere with the jurisdiction of other courts only so far as is necessary: Red Deer Valley Coal Co. v. C.P.R., 55 C.R.T.C. 23; and that an agreement between the parties, although an element to be considered by the Board, is not as a rule binding upon the Board: N.Y.C.R. v. Stormont, 50 C.R.T.C. 235 at 243 and 244 and authorities there cited. Where the Board acts under this section, it follows principles different from those followed by provincial courts, for the Board has to make such order as to it may seem "reasonable and expedient."

Appeals from the Boards' decisions

Under section 53 of the Railway Act (and where that section is applicable under other Acts), an appeal lies from the Board to the Supreme Court of Canada upon a question of law, or a question of jurisdiction, upon leave therefor being obtained from a Judge of that Court upon application made within one month after the making of the order or decision sought to be appealed from or within

such further time as the Judge under special circumstances allows. No appeal lies from a refusal to grant such leave; Williams v. G.T.R., 36 S.C.R.321, 4 C.R.C. 302. On an application for leave to appeal, consideration is given to whether it is fairly arguable that the decision of the Board is wrong on the question that the applicant raises: Halifax v. G.T.R., 44 S.C.R. 298, 12 C.R.C. 58; C.N.R. v. C.P.R., (1929) S.C.R. 135, 36 C.R.C. 76; Montreal v. C.P.R. 44 C.R.C. 100; Swift Canadian Co. v. Canadian Freight Association, 72 C.R.T.C. 279; International Refineries Inc. v. Interprovincial Pipe Line Co., June 1957.

As to the meaning of the phrase "question of law" as used in section 53, Mr. Justice Duff (as he then was) stated in C.N.R. v. Bell Telephone Company, above cited:—

> "The phrase 'question of law' which the Legislature has employed in this enactment is prima facie a technical phrase well understood by lawyers. So construed 'question of law' would include (without attempting anything like an exhaustive definition which would be impossible) questions touching the scope, effect or application of a rule of law which the Courts apply in determining the rights of parties; and by long usage, the term 'question of law' has come to be applied to questions which, when arising at a trial by a Judge and jury, would fall exclusively to the Judge for determination; for example, questions touching the construction of documents and a great variety of others including questions whether, in respect of a particular issue of fact, there is any evidence upon which a jury could find the issue in favour of the party on whom rests the burden of proof. The determination of such a question seldom depends upon the application of any principle or rule of law, but upon the view of the Judge as to the effect of the evidence adduced. Nevertheless, it falls within the category described by the phrase 'question of law'. My own opinion is that, having regard to the provisions of s. 44, the phrase 'question of law' in s. 52 does not embrace such questions: whether (that is to say) there is any evidence to support a given finding of fact."

There is also an appeal under section 53 by petition to the Governor in Council, except apparently from orders made under the Pipe Lines Act. The following statements from Orders in Council set forth principles adopted by the Governor in Council:—

> *Order in Council P.C.* 2518, *dated October* 15, 1918:
>
> ".....having perused the Petition and the reasons for judgment of the Board of Railway Commissioners for Canada, and having heard the argument of counsel for all parties, he is of the opinion that the Petition raises questions of jurisdiction and of law and that an appeal lies from the Order of the Board to the Supreme Court of Canada under section 56, subsections 2 and 3 of the Railway Act, R.S.C. 1906, Chapter 37, and that in such cases it is desirable that the procedure provided by said Sections should be followed."
>
> *Order in Council P.C.* 349, *dated February* 25, 1933:
>
> "The Committee deem it proper, in connection with the said appeals, to call attention to the principles that have in the past been recognised as governing the exercise of the jurisdiction of the Governor in Council on applications made to him under the provisions of s. 52 of the Railway Act. As has been pointed out in previous Orders in Council 'the intent of the legislation is to invest His Excellency in Council with judicial powers by which he may in his discretion aid in securing and enforcing the provisions of the Railway Act, having due regard to the method of railway rate regulation by an independent commission which was the outstanding innovation in the Railway Act of 1903 and which has been preserved throughout succeeding revisions of the Act to the present time.' (Order in Council P.C. 2166, dated the 24th day of October, 1923).
>
> Again, that 'one of the duties' if not indeed the principal task, of the Board of Railway Commissioners, is to determine upon application, what are fair and reasonable rates to be charged from time to time for the various services performed by public utilities under the jurisdiction of the Board.' (Order in Council P.C. 2434, dated the 6th day of October, 1920.)

Further, that 'in appeals to the Governor in Council from the Board of Railway Commissioners a practice has grown up not to interfere with an Order of the Board unless it seems manifest that the Board has proceeded upon some wrong principle, or that it has been otherwise subject to error. Where the matters at issue are questions of fact depending for the solution upon a mass of conflicting expert testimony, or are otherwise such as the Board is peculiarly fitted to determine, it has been customary, except as aforesaid, not to interfere with the findings of the Board'. (Order in Council P.C. 1170, dated the 17th day of June, 1927.)

The Railway Act of 1903 under which the Board was created, constituted the Board a Court of Record with all the powers of such a Court as to the hearing of witnesses and obtaining of evidence. The members of the Board, in addition to their own long and varied experience, have available for the purpose of their investigations a permanent staff of expert officers and a complete system of records, which render that tribunal peculiarly qualified to deal with the intricate and highly technical subjects such as those involved in the said judgment from which the appeals were taken."

Practice and Procedure

The Board consists of a Chief Commissioner, Assistant Chief Commissioner, Deputy Chief Commissioner and three other Commissioners. They may sit together or separately and either in private or in open court: section 19. Two Commissioners form a quorum. The opinion of the Chief Commissioner or Assistant Chief Commissioner, when presiding, upon any question which in the opinion of the Commissioners is a question of law, shall prevail: section 12.

The great majority of applications and complaints are disposed of without being brought to a public hearing, but public hearings are held in various places throughout Canada as occasion and the convenience of the Board and the parties require. Interested parties appear personally or by counsel or other representatives.

Evidence at public hearings is given viva voce upon oath and is taken down in shorthand by court reporters.

The Board is not bound by the ordinary rules of evidence. In C.N.R. v. Bell Telephone Company, previously cited, the Supreme Court of Canada held:

". . .The Board is not bound by the ordinary rules of evidence. In deciding upon questions of fact, it must inevitably draw upon its experience in respect of the matters in the vast number of cases which come before it as well as upon the experience of its technical advisers. Thus, the Board may be in a position in passing upon questions of fact in the course of dealing with, for example, an administrative matter, to act with a sure judgment on facts and circumstances which to a tribunal not possessing the Boards' equipment and advantages might yield only a vague and ambiguous impression."

Its Rules of Practice provide that, unless the Board directs or permits a departure therefrom in any proceeding, every proceeding shall be commenced by an application made to the Board in writing and shall contain a clear and concise statement of the facts, the grounds of application, the name and section of the Act under which it is made, the nature of the order applied for and the relief or remedy to which the applicant claims to be entitled; if the application contains a complaint against a provision in a tariff it shall give the C.T.C. number of the tariff and specify the provisions complained of: Rule 3. However, the Board permits many proceedings to be commenced by an application in the form of a letter or resolution where it sets forth necessary facts and the relief sought.

A respondent who intends to oppose the application shall send a written "Answer" to the Secretary and to the applicant; the Answer, like the application, must be clear and concise; the time limit for delivery of the Answer is 20 days from the date of service of the Application where it arises in the Prov-

ince of Ontario or Quebec and 30 days where it arises elsewhere; if a respondent does not deliver his Answer within the time limit the Application may be disposed of without further notice to him: Rule 4.

An applicant who receives an Answer may deliver a "Reply" thereto within 10 days: Rule 5.

The Board may enlarge or abridge the period for putting in Answer or Reply. No proceedings shall be defeated or affected by technical objections or defects in form: Rule 29.

The Board may at any time allow proceedings to be amended, and all such amendments shall be made as may, in the opinion of the Board, be necessary for the purpose of hearing and determining the real question in issue: Rule 28.

The Board's judgments are reported in Canadian Railway Cases and Canadian Railway and Transport Cases, of which there are 74 volumes to date. Its Judgments, Orders, Regulations and Rulings are printed fortnightly by the Queen's Printer, Ottawa, the current volume of J.O.R. & R. being No. 45.

JURISDICTION UNDER VARIOUS ACTS

The Railway Act

The Board, of course, has only such jurisdiction as is given to it by statute. Early in the Board's history, Killam C.C., stated in Duthie v. G.T.R., 4 C.R.C. 304:

> "The Board is purely a creature of statute. The general principle applicable to such a body is that its jurisdiction is only such as the statute gives by its express terms or by necessary implication therefrom.
>
> It was not created to supplant, or even to supplement, the Provincial courts in the exercise of their ordinary jurisdiction, but to exercise an entirely different jurisdiction, though, perhaps, occasionally overlapping that of the Provincial Courts."

Under the Railway Act the Board has jurisdiction to inquire into, hear and determine any application by any party interested complaining that any company or person has violated or failed to comply with the Railway Act or a Special Act or any order made thereunder, or requesting the Board to make any order or give any direction, leave, sanction or approval that by law it is authorized to make or give or with respect to any matter, act or thing that by the Railway Act or Special Act is prohibited, sanctioned or required to be done; and it has power to make orders and regulations generally for carrying the Railway Act into effect and for exercising jurisdiction conferred on the Board by any other Act.

It has jurisdiction, stated generally, over Dominion railway companies and in respect of the construction, maintenance and operation of railways, and approximately 57,000 miles of railway trackage, that are subject to the legislative authority of the Parliament of Canada, including matters of engineering, location of lines, crossings and crossing protection, operating rules, investigation of accidents (3289 were investigaged in 1956), accommodation for traffic and facilities for service, freight and passenger tariffs and rates, and railway accounting.

The Board's approval must be obtained for route maps and plans, profiles and books of reference of railways, for highway crossings, for the opening of railways for traffic, for the abandonment of railway lines, closing of stations and numerous other things.

The public safety in operation of railways is a primary concern of the Board, and its staff makes inspections of crossings, bridges, track and structures, safety and protective devices, car equipment, locomotives, handling and storage of explosives and dangerous articles, signals, interlocking plants, and other railway facilities.

The Board may make orders and regulations in respect of operation and equipment of trains and "generally providing for the protection of property, and the protection, safety, accommodation and comfort of the public, and of the employees of the company, in the running and operation of trains and the speed thereof, or the use of engines by the company on or in connection with the railway".

The Board also has jurisdiction over other parties in some respects, for example, over persons who are parties to certain agreements with railway companies—section 35; over persons interested in or affected by an order of the Board directing or permitting any works to be constructed—section 39; over provincial railway companies where their railways cross or join a Dominion railway—sections 8 and 255; and over municipalities in respect of highway crossings—sections 258 to 262; and certain jurisdiction over telephones and telegraphs—section 380; placing of communication and power lines—sections 377, 378; express traffic and tolls—sections 365 to 371; and tolls for the use of international bridges and tunnels—section 42. Its jurisdiction over telephones includes regulation of the telephone tolls of the Bell Telephone Company of Canada, British Columbia Telephone Company, Quebec and Gaspe Telephone Company and Yellowknife Telephone Company.

In certain respects the Board's functions are remedial only. It does not have managerial functions or responsibilities in connection with the business of the railways or other companies, but it may intervene when there is unjust discrimination or other improper action by management which is within the Board's power to remedy.

Freight rates are, of course, a major problem, too complicated to be dealt with in this article except briefly and in a very general way. The Board has power "to fix, determine and enforce just and reasonable rates, and to change and alter rates as changing conditions or cost of transportation may from time to time require": section 328(5). This power is subject to special statutory provisions respecting the so-called "Crow's Nest Pass Rates" on grain and flour—section 328(6), agreed charges under the Transport Act, and rates on preferred movements under the Maritime Freight Rates Act. See also sections 317 to 324 as to equality of tolls and prohibition of unjust discrimination and undue preference, and section 336 which declares the national freight rates policy of equalization of freight rates. Section 328 gives the Board power to disallow any tariff that it considers to be unjust or unreasonable or contrary to any provision of the Railway Act and to require the railway company to substitute a tariff satisfactory to the Board; the Board may also prescribe other tolls in lieu of the tolls disallowed. The Board does not have power to order a refund of railway charges: In re Freight Tolls. 27 C.R.C. 458, Canadian Shipper's Traffic Bureau v. C.N.R., 32 C.R.C. 3; but it may make a declaratory order as to whether a rate charged was legal or not: C.P.R. v. Canadian Oil Companies, 17 C.R.C. 411 (1914) A.C. 1022; or as to what is a reasonable rate for the future; In re Freight Tolls supra.

Since the end of World War II general freight rate increases of 21, 20, 17, 9, 7 and 11 per cent were authorized by the Board on the railway traffic to

which they applied. Two applications for general freight rate increases were dismissed. In those cases the Board used a "requirements method" under which the financial requirements of the rail enterprise of the Canadian Pacific Railway Company, as the "yardstick" for railway rates in Canada, were determined, following which adjustments in freight rates on a basis designed to afford Canadian Pacific an opportunity to earn those financial requirements from its railway operations, were authorized for all railways that were parties to the applications for increased rates. The method provides for a permissible level of net rail income to take care of amounts determined by the Board for (*a*) fixed charges of Canadian Pacific apportioned to its rail enterprise, (*b*), dividends of 5% on paid-up common stock and 4% on paid-up preferred stock of the company, and (*c*) surplus or retained earnings, in addition to revenues for estimated operating expenses, depreciation and income tax.

Collisions between trains and motor vehicles at crossings are a source of considerable litigation in which orders and regulations of the Board may be relevant, for the Board may have imposed a speed restriction on train movements over the crossing concerned or ordered other special protective measures to be taken. Accidents are investigated by the Board for its own purposes, and reports or information furnished to the Board pursuant to the Railway Act respecting accidents are privileged by order of the Board. In Re Moor Lake Accident, 1909 Board's Annual Report, there is reported an application made by the Post Office Department and the representative of the engineer for a copy of the report of the Board's inspector, and Killam, C.C., held:—

> "that the inquiries and reports of its accident inspectors are made for the purpose of informing the Board in the public interest only, and in order to enable the Board to judge of the causes of accidents and the rules and precautions to be made and taken for the purpose of avoiding them in future, and not for the purpose of giving information to parties desirous of making claims against a railway company for injury to person or property; that this rule was adopted not only becuase the Board did not consider that its function was to obtain information for the purposes stated but also because the Board did not desire that railway officials should be deterred from giving information to the Board's officials through fear that it would be used in support of claims against the companies."

Two other aspects of the Board's jurisdiction under the Railway Act are of interest to the general public throughout Canada. One concerns abandonment of railway lines or train service, the other concerns the establishment and protection of railway-highway crossings.

A railway company may not abandon operation of any line of railway without the approval of the Board: section 168 of the Railway Act and section 2(3) of Canadian National—Canadian Pacific Act. The rule followed by the Board in applications for leave to abandon such operation and applications involving serious curtailment or discontinuance of scheduled passenger train operations, was stated by the Board in V.V. & E. Ry. v. Princeton, 45 C.R.C. 178 at 197, as follows:—

> ....."But this Board has uniformly decided that loss sustained by the railway company arising from the operation of a line of railway is not of itself sufficient to justify the abandonment of the line. It must also be shown that the community resident in the territory affected, and the industries established therein, will not be unduly inconvenienced or prejudiced by such action on the part of the railway company. In other words, it must be demonstrated that the local community will not be unreasonably deprived of access to their properties and to markets and to shipping facilities for their produce either by railway, highway or other means of transport. The issue in each case where abandonment is sought resolves itself into a question of 'whether the loss and

> inconvenience to the public consequent upon the abandonment outweigh the burden that continued operation of the railway line involved would impose upon the railway company.' This was the decision pronounced by the Board in the recent case of C.N.R. v. Tweed (1935), 44 C.R.C. 53. In my opinion this decision constitutes a guiding principle for the determination of cases similar to that now under consideration."

Section 259 gives the Board power to authorize construction of a highway across a railway or a railway across a highway. Where construction of a new crossing is authorized, the Board usually directs that the cost be borne by the party which establishes the crossing. Section 260 confers power to order that protective measures be provided at crossings, e.g., automatic signals, subways. Section 265 provides for grants from The Railway Grade Crossing Fund towards the cost of construction and installation, but not of maintenance or operation, of such protection in respect of level crossings that are at least three years old. Where automatic protection is ordered, the usual practice in ordinary circumstances is to authorize a grant from the Fund of 60 per cent of the cost of installation and to direct the railway company to bear 15 per cent of the cost and the municipality 25 per cent. Where grade separation is ordered in respect of a level crossing, the grant may not exceed 60 per cent of the cost of construction, or $300,000.00, whichever is the lesser, and the remainder of the cost is apportioned among interested parties. Where the Board orders an existing inadequate grade separation to be reconstructed and improved, it may make a grant not exceeding 30 per cent of the cost, or $150,000.00, whichever is the lesser.

Section 39(2) provides that the Board may order by whom the cost and expenses of providing, operating and maintaining works ordered or permitted by it shall be paid, but the order for payment may be made only on a company, municipality or person interested in or affected by the order directing the works. In a case involving this section, C.P.R. v. Toronto Transportation Commission, 37 C.R.C. 203, (1930) A.C. 686, the Privy Council stated:—

> "Section 39 does not indicate any criterion by which it may be determined whether a person is interested in or affected by an order of the Railway Board. It does not even prescribe that the interest must be beneficial or that the affection must not be injurious. The topic has in a number of cases in the Canadian Courts been much discussed, but inevitably little elucidated. Where the matter is left so much at large, practical considerations of common sense must be applied, especially in dealing with what is obviously an administrative provision."

Sir Lyman P. Duff, C.J.C., after quoting that paragraph of the Privy Council, stated in C.N.R. v. Bell Telephone, previously cited:—

> "Subject to this, the Board is invested by the statute with jurisdiction and charged with responsibility in respect of such orders. The law dictates neither the order to be made in a given case nor the considerations by which the Board is to be guided in arriving at the conclusion that an order, or what order, is necessary or proper in a given case. True, it is the duty of all public bodies and others invested with statutory powers to act reasonably in the execution of them, but the policy of the statute is that, subject to the appeal to the Governor in Council under s. 52, in exercising an administrative discretion entrusted to it, the Board itself is to be the final arbiter as to the order to be made."

In 1954 the Board made a comprehensive report on the railway-highway crossing problem in Canada. Copies may be obtained from the Secretary.

The Transport Act, R.S.C. 1952, c. 271

Under the Transport Act the Board entertains applications for licences for ships to transport goods or passengers for hire or reward between places

in Canada on the Great Lakes, the Mackenzie River and the Yukon, except goods in bulk on waters other than the Mackenzie River. Before granting a licence the Board must be satisfied that public convenience and necessity require such transport. It also has regulative powers over tolls to be charged for such transport. Under Part IV as amended in 1955, "Agreed Charges" do not require the Board's approval, as was previously the case, but the Board continues to have power to fix a charge for a shipper who is unjustly discriminated against by an agreed charge and it also has power to vary or cancel an agreed charge referred to it by the Minister of Transport or Governor in Council for investigation.

The Pipe Lines Act—R.S.C. 1952, c. 211

Construction of a section of an interprovincial or international gas or oil pipe line may not be commenced without leave of the Board: section 11. Applications for leave to construct pipe lines are usually set down for public hearing after notice to interested parties by mail and newspaper advertisement: section 12. Leave has been granted to construct such major pipe lines as the Trans-Canada natural gas line from Alberta to points in Ontario and Quebec; the Westcoast Transmission gas line from the Peace River areas to serve Vancouver and other points in British Columbia and markets in the United States; the Canadian portion of the Interprovincial oil line from Edmonton through the United States to points in Ontario; the Trans-Mountain oil pipe line from Edmonton through British Columbia to Vancouver and the international border; and the Trans-Northern products line from Montreal to Toronto, Hamilton and other points. Major considerations in such applications are public interest, financial responsibility of the company and the economic feasibility of the project.

The Board may make regulations providing for the protection of property and the safety of the public and of the company's employees in the operation of pipe lines: section 35.

Under Part II it may make orders and regulations with respect to all matters relating to traffic, tolls and tariffs of oil pipe lines, but it does not have similar powers over gas pipe lines.

It may declare an oil pipe line company to be a common carrier: section 39. In June 1957, Rand, J., of the Supreme Court of Canada, held in International Refineries Inc. v. Interprovincial Pipe Line Company that the Board has unfettered discretion to make or refuse to make such declaration.

Under Part IV the Board may prescribe a uniform system of accounts for pipe line companies and is in process of doing so.

Under other Acts, some public, others private, the Board has a variety of powers. One of these Acts, the Maritime Freight Rates Act, imposes continuous tariff work on the Board and its Traffic Branch, expecially in connection with tariffs of tolls filed under section 8 of the Act by companies other than Canadian National Railways for the Board is required to certifiy the normal tolls that but for the Act would have been effective and also to certify at the end of each calendar year the amount of the difference between the tariff tolls so filed and the normal tolls on traffic moved during the year by each of the railways, other than Canadian National Railways under such filed tariffs. In 1956 the Traffic Branch checked approximately 1,400,000 rates and extensions under this Act. Under the remainder of these other Acts the Board is called upon to exercise jurisdiction less frequently than under the principal Acts above referred

to and only one example of such jurisdiction will be mentioned here, namely, the fact that The Belll Telephone Company of Canada and the other telephone companies previously named do not have power to make any issue, sale or other disposition of their capital stock without first obtaining the approval of the Board of the amount, terms and conditions of such issue, sale or disposition.

The foregoing is a general outline of some features only of the constitution, jurisdiction and practice of the Board. Its responsibilities and powers are great and its decisions affect, directly or indirectly, practically every person in Canada. It was created as an independent judicial and regulative tribunal, to be a body of experts, competent for the purpose and acquiring experience through service in office, supported by the specialized training, experience and skill of a permanent staff devoting themsleves to the public service of Canada, and it is charged with the task of exercising impartially, within its jurisdiction and subject to the law, the powers that Parliament sees fit to give to it.

ECONOMICS AND ACCOUNTING

During the year, the Economics and the Accounts and Cost Finding Branches were merged into one branch as the Economics and Accounting Branch, effective April 1, 1957. A primary purpose for this action was to centralize and correlate economic, statistical and financial information and advice required by the Board in its decisions and regulatory duties. The inter-relationship of these fields of activity has become increasingly evident in the series of post-war rate cases where no single factor can be assessed and used as a yardstick in judgments involving fair and reasonable levels of rates.

1956 Waybill Analysis

The Board's Waybill Analysis of Carload All-Rail Traffic was completed in August, 1957, and copies are available from the Queen's Printer, Ottawa; remittances at 50 cents per copy should be made payable to the Receiver General of Canada.

The 1956 sample consisted of 23,836 carloads of all-rail traffic between Canadian stations. The basis of the sample is the "continuous" method, inaugrated January 1, 1954. Under this arrangement the railways participating in the waybill analysis forwarded photostated copies of all line-haul carload waybills of local and inter-line Canadian shipments terminating at their stations in Canada bearing serial number "1" and serial numbers ending in "01". Waybills involving less-than-carload, O.C.S., switching traffic, traffic originating at rail points outside of Canada, rail-lake-rail, water-rail and ocean-rail traffic were excluded.

Distribution of the 1956 sample traffic by region of origin was:

Maritime Region	2,850 carloads (12%)
Eastern Region	11,018 carloads (46%)
Western Region	9,968 carloads (42%)
Total	23,836 carloads (100%)

The distribution of carloads by the five principal commodity groups was:

Agricultural Products	5,428 carloads (23%)
Animal and Animal Products	825 carloads (3%)
Mine Products	6,233 carloads (26%)
Forest Products	3,088 carloads (13%)
Manufactures and Miscellaneous	8,262 carloads (35%)
Total	23,836 carloads (100%)

Information from the 1956 and prior years waybill analyses was utilized by the Board in the preparation of equalized freight rate scales. Data on the movements of specific commodities as provided by the Industry Freight Traffic Survey conducted by the Dominion Bureau of Statistics are being used to enlarge the data available from waybill analyses samples.

Tables I, II and III in Appendix "A" page 44 provide some measure of trends and changes in Canadian freight rate structure as indicated by the waybill samples 1951-1956. Table I shows the changes in traffic volume as measured by the percentage of ton-miles according to type of rate; Table II shows the percentage of revenue by type of rate and Table III shows average revenues per ton-mile.

The volume of Class Rated traffic has declined from 8.4 per cent of the sample total in 1951 to 3.4 per cent in 1956, while the revenue therefrom has dropped in about the same proportion from 21.0 per cent of total in 1951 to 9.3 per cent in 1956. Commodity Non-Competitive traffic and revenues have also declined appreciably as percentages of the totals over the six year period. Statutory traffic fluctuates widely from year to year due to causes other than freight rate changes and transport competition. Competitive Rated and Agreed Charge traffic, which together comprised 9.7 per cent of the ton-miles and 12.2 per cent of the revenue in 1951, have increased to 22.3 per cent and 31.0 per cent in 1956.

The table of average revenues per ton-mile constitutes an approximate index of freight rate levels from 1951 to 1956, reflecting freight rate increases, varying average haul per ton and the changing consist of traffic. The percentage increase in Class Rate average revenue per ton-mile 1951 to 1956 was 19.7 per cent. For Commodity Non-Competitive rates the increase was 23.9 per cent, and for Competitive rates the increase was 22.1 per cent. The Agreed Charge average has declined about 15 per cent but this is associated with a much longer average haul. The overall increase in average revenue per ton-mile 1951 to 1956 was 12.4 per cent.

In previous reports some general details have been provided of the process by which the waybill analysis is made up. Briefly, the railways supply photostated copies of terminated waybills ending in "1" and "01". These are edited and verified in respect to items such as type of rate and rate per cwt., and mileages and ton-miles are added. The information is then coded and transferred to punched cards from which tabulations are drawn as required.

The principal change in waybill analysis procedure during 1957 was in the revised Freight Commodity Statistics effective January 1, 1957, under Board's Order No. 90342. Freight commodity statistics are now on a common international basis as between the railways of the United States and Canada. Study has continued in the improvement and simplification of clerical procedures in preparing the analysis.

With the objective of obtaining the maximum speed and economy in processing of the waybill analysis, consideration was given to eliminating the coding step and punching cards directly from the waybills, but a practicable method was not found. Progress has been made in the more efficient detection and correction of errors in the punched cards during processing. The five letter code system for stations of origin and termination, which in 1956 replaced the station number system has operated satisfactorily. By this system sight coding of stations is usually possible, obviating the need for constant reference to code books, thereby saving time. Study of the system continues with the view to further improvement, chiefly in the elimination of non-repeat stations in the station list.

Monthly and Annual Reports

All companies subject to the jurisdiction of the Board are required to file reports showing the annual results of operation. Reports from these companies and other companies not subject to the Board's jurisdiction are also filed with the Dominion Bureau of Statistics and summaries are published by the Bureau. In addition to reports received from the two Class I railways, the Board also receives reports from 20 Class II, 8 Class III, 8 Class IV railways and 10 International Bridge and Tunnel companies. Also reporting to the Board are 3 Telephone companies, 7 Water Carriers and 5 Oil Pipe Lines; Natural Gas Pipe Line companies have not yet commenced regular reporting. Some companies including railways and telephone companies also file monthly reports of their operations.

The railway reports were revised in accordance with the new Uniform Classification of Accounts prescribed under Board Order No. 87308, effective January 1, 1956, for Class I railways, and for other railways under Board Order No. 90367, effective January 1, 1957. A review is being made of oil pipe line company reporting associated with uniform accounting in 1958.

Uniform Accounting

From time to time the need arises to clarify or interpret sections of the Uniform Classification of Accounts for Railways. A procedure was set up on December 14, 1956, under Accounting Circular No. 1 whereby "informal" and "formal" interpretations are issued in the form of questions and answers designated as "A" and "O" Cases. Four Accounting Circulars have been issued covering Cases 0–1, 0–2 and A–1 to A–8. A revision to the Classification in respect to depreciation was issued on August 23, 1957, under Board Order No. 92366. Most of the Cases arise as a result of field examinations by the Board's Examiners. These examinations of company accounting records have been conducted in railway offices at Moncton, Saint John, Montreal, Toronto, North Bay, Winnipeg, Calgary and Vancouver.

A Uniform Classification of Accounts for oil pipe line companies was under development during 1957. This involved preparatory studies, issuance of drafts, meetings and correspondence with all interested parties in order to complete the Classification for effect on January 1, 1958.

Index to Expenses

Experience among United States railways and regulatory authorities has shown that uniform accounting is facilitated by use of an "Index to Operating Expenses" of which about 25,000 copies are in circulation. This Index is an alphabetical arrangement of about 10,000 items includible in the prescribed primary operating accounts and it provides a quick cross-reference to the proper account numbers; it is particularly useful to junior and less experienced accounting staff who are not fully familiar with the principles and details of the Classification. A study was made which indicated that the United States "Index" could be adapted for use in conjunction with the Canadian Classification of Accounts by;

(*a*) Elimination of items not applicable under the Canadian Classification.

(*b*) Changes in captions and revision of account numbers.

(*c*) Addition of Canadian Classification expense items and account numbers.

A test check was made on the first six pages of the United States "Index" from which it was estimated that preparation of a Canadian draft "Index"

would require approximately four months' time of one person familiar with both the United States and the Canadian accounting classifications (initially a one-man job because of cross-referencing). Reviewing of the draft would be divided among senior accounting people in the Board and in the railways. After discussions with the railways it was decided that the utility of a Canadian Index to Expenses would justify the expenditure of time and money by the Board and the railways. Drafting of the "Index" has proceeded as planned and publication will be made during 1958. The selling price will be set to cover the cost of printing and distribution.

Cost Finding and Other Undertakings

In order to properly discharge its functions, the Board requires statistical and financial data in respect to the operations of companies subject to its jurisdiction. Periodic company reports are filed in respect to earnings, working expenses, capitalization and operating performance; additional data are filed on the occasion of complaints or applications, during hearings or when specially requested by the Board.

These data may be in basic form or they may be combined and arranged in various exhibits for the purpose of supporting the position of an applicant or a respondent. It is of fundamental importance to the Board in reaching its decisions to insure that statistical and financial data are accurately prepared, correctly combined and properly interpreted in order to present a true picture of the past and/or a fair estimate of the future.

In testing the revenue results of company operations a direct relationship can usually be established with associated performance factors such as ton-miles and passenger-miles, although a study of changes and trends requires consideration of other statistics including length of haul and load factors. In examining expenses many items of cost are common to more than one service and allocations must be made between freight, passenger and other services; formulae need to be developed and kept up to date for establishing the "out-of-pocket" and "all-inclusive" cost position of carriers in cases involving such matters as the level of commutation fares, abandonment of service, Agreed Charges and Competitive Rates.

The Board has indicated the need for increased emphasis on transportation costing but developments in this field have been on a restricted basis because of staff commitments. Plans have been made to add two statistical positions in 1958, one at a senior level, and it is intended that the incumbents will devote full time to cost finding.

Other undertakings of the Economics and Accounting Branch include:

(1) Field examination of Class I railway accounting records every two years in lieu of the present examination cycle which might stretch out to every three or four years.
(2) Field examination of Class II, III and IV railway accounting records every three years.
(3) Studies of depreciation rates and the adequacy of reserves.
(4) Analysis of monthly operating results by primary accounts for Class I railways.
(5) General research on statistical trends, and the economics of companies under the jurisdiction of the Board, including advance studies on problems which are known to be developing and which may be expected to involve Board decisions.

OPERATING RESULTS—COMPANIES UNDER JURISDICTION OF BOARD

Railway Companies

Effective January 1, 1956, a Uniform Classification of Accounts was prescribed for the Canadian National and Canadian Pacific Railway, (Class I) and effective January 1, 1957, a Condensed Uniform Classification was prescribed for Class II, III and IV Railways under the jurisdiction of the Board. Class II Railways are those earning $500,000 or more gross rail revenues annually, Class III earning less than $500,000 annually and Class IV consists of Miscellaneous Terminal and "Other". Class I and II Railways report monthly, and accounted for over 99 per cent of railway revenues in 1956. Tables IV and V in Appendix "A" pages 44 & 45 provide some details of operating results for Class I and Class II Railways for nine months of 1956-57. Total "Rail" revenues include Railway, Express, Commercial Communications and Highway Transport (Rail). Total "Rail" Expenses include the costs associated with producing these revenues plus Net Equipment and Joint Facility Rents and Railway Tax Accruals.

Partly reflecting the railway strike in January 1957 combined nine months' data for the two Class I railways showed a 1957 decline in revenue of about $10 million, an increase in expenses of $22 million, and a drop in rail operating income after taxes of $31.8 million. Revenue freight ton-miles were down 11 per cent while revenue passenger-miles showed an increase of 4 per cent. Nine months' results for sixteen Class II Railways reporting to the Board showed an increase in revenue of 2.1 per cent, an increase in expenses of 3.9 per cent and a decline in rail operating income after taxes of about $1.5 million. The results of Class III and Class IV Railways are not available monthly; total revenues for the year 1956 of the Class III group amounted to about $1.5 million, and about $8.7 million for Class IV Railways.

Telephone Companies

Table VI in Appendix "A" page 45 provides comparative operational data for the principal telephone companies in Canada under the jurisdiction of the Board. These are: the Bell Telephone Co., the British Columbia Telephone Co., and the Bonaventure and Gaspe Telephone Co. Their combined reports for the nine months of 1957 as compared to the same months of 1956 showed an increase in total operating revenues of 11.1 per cent, while total operating expenses including taxes increased 12.2 per cent. Operating income after taxes increased by 4.7 per cent or $1.8 million.

The total number of telephones operated at the end of September, 1957, increased 7.5 per cent over the number in operation at the end of September, 1956. The operating revenues of the three companies represented about 78 per cent of telephone revenues in Canada during 1955. The balance was earned by provincial, municipal and private companies not under jurisdiction of the Board.

Oil Pipe Line Companies

Oil pipe line companies under the Board's jurisdiction include the Interprovincial Pipe Line Co., The Trans Mountain Oil Pipe Line Co., The Trans-Northern Pipe Line Co., The Montreal Pipe Line Co., and the Westspur Pipe Line Co.; the latter line commenced operations in July, 1956. Table VII, Appendix A page 45 shows the results of operations of these companies for the

year 1956. It also shows that for the nine months of 1957 as compared to the same months of 1956 operating revenues increased 25.5 per cent and barrel miles increased 11.4 per cent. Trans-Northern Pipe Line Co., carried refined products only and the barrel miles have been included in the group total.

Mackenzie Waterways Companies

Carriers operating on the Mackenzie Waterways are subject to the jurisdiction of the Board. These include The Hudson's Bay Company, The McInnes Products Corporation, The Northern Transportation Co., and the Yellowknife Transportation. Monthly reports are not submitted and in Table VIII, Appendix "A" page 45, operations during 1956 have been compared with those of the 1955 navigation season. During 1956 operating revenues increased 10.4 per cent, and operating expenses including taxes rose 18.0 per cent. Operating income after taxes declined by 45.2 per cent while total freight tons carried increased by 47.3 per cent.

International Bridge and Tunnel Companies

The Board has nine international vehicular bridges and one international vehicular tunnel under its jurisdiction. In Table IX Appendix "A" page 46, the names of these companies are listed and operating results are shown for 1955 and 1956. Total operating revenues increased by less than one per cent, but total operating expenses including taxes increased by 10.3 per cent and operating income after taxes declined by 12.4 per cent. Vehicular traffic increased 4.2 per cent, while passengers declined by 13 per cent.

ENGINEERING

The Railway Grade Crossing Fund was established in 1909 and funds have been made available since that time for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways, within the terms and conditions provided in the Railway Act.

The amount voted to the Railway Grade Crossing Fund from 1909 to April 1st, 1957, was		$28,000,000.00
Amount paid	$18,471,676.55	
Outstanding commitments	9,361,206.06	
Total	$27,832,882.61	27,832,882.61
Balance available		$167,117.39

At present, the Railway Act provides annually a sum of $5,000,000 to the Railway Grade Crossing Fund to aid actual construction work for the protection, safety and convenience of the public in respect of crossings. No grants from the Railway Grade Crossing Fund can be made to a crossing unless it has been in existence for three years.

Contribution from the Railway Grade Crossing Fund that may be applied to actual work of construction for the protection, safety and convenience of the public in respect of any one crossing are limited to 60 per cent of this cost, up to a maximum of $300,000. Contributions from the Railway Grade Crossing Fund

may also be applied towards the cost of reconstruction and improvement of an existing grade separation, but, in such cases, the contributions are limited to 30 per cent of the actual cost of reconstruction and improvement up to a maximum of $150,000. The remainder of the cost after the Board's contribution, is generally shared between the Railway and the Highway authority having jurisdiction over the road concerned, but in view of the different conditions prevailing at the various crossings where grade separations are required, each application is considered on its own merits before the apportionment of cost is decided.

In the case of automatic protection at Highway crossings, conditions are more or less similar in each case and for this reason, the cost of installation is generally apportioned as follows: 60 per cent from the Railway Grade Crossing Fund, 25 per cent by the Highway authority, and 15 per cent by the Railway. No contributions can be made towards the cost of maintenance and operation of automatic protections, and these costs are generally shared equally between the Highway authority and the Railway.

In statements appearing in Appendix "B" pages 47 to 62 detailed information is given as to grants from the Railway Grade Crossing Fund for protection at railway-highway crossings; contributions thereto by Railways, Provinces and Municipalities; amounts of grants from the Railway Grade Crossing Fund by Provinces from 1909 to December 31, 1957, etc.

Grade Separations

Grants from the Railway Grade Crossing Fund towards the cost of construction of grade separations have been given mainly in the Provinces of Ontario, British Columbia and Quebec.

In Appendix "B" to this report on pages 47 to 62 a list will be found of grade separations which were approved by the Board during the year and the extent of the grant made in each case out of the Railway Grade Crossing Fund; and the cases in which distribution of costs have been reserved; and projects to which no contribution could be made by the Board under the provisions of Section 265 of the Railway Act.

The heavy program of construction on the Trans-Canada Highway in British Columbia has made necessary the construction of a great number of overhead bridges and subways. The Board had to ask the Government for additional funds in order to be able to give the same contributions to these projects as had been given to similar projects in other Provinces in the past.

In the Province of Ontario, particularly in the Toronto area, the highway construction program has been very heavy and resulted in the elimination of a number of dangerous and congested highway crossings.

There has been an increase in the number of grade separations in the Province of Quebec where dangerous crossings were also eliminated.

Protection at Highway Crossings by Wig Wags and Bells, Flashing Light Signals and Bells and Electric Gates.

This is the first year that there has been more than two hundred protections installed at highway crossings. This figure includes protection by flashing light signals and bell and also electric gates. A small number of these installations replaced systems of protection that were considered inadequate for present conditions.

In Appendix "B" commencing at page 51 detailed information is given with respect to contributions from the Railway Grade Crossing Fund towards the cost of installing automatic protection and other improvements to the view at railway-highway crossings during 1957.

Interlocking Plants, and Changes to Plants and Signals

Approximately seventy miles of block signals were installed on the Parry Sound Subdivision of the C.P.R. and important changes to plants at Hamilton, Winnipeg and Calgary were carried out this year.

The installation of automatic block signals on the forty mile Cornwall Diversion of the C.N.R. was also completed this year.

Bridges

Again this year the Board approved the reconstruction of a number of bridges on various railways in Canada, including the alterations to the Victoria Bridge at Montreal, necessitated by the construction of the St. Lawrence Seaway.

Construction and Operation of Branch Lines

The C.N.R. line between Kiask Falls and Chibougamau, in the Province of Quebec, is probably the most important branch line opened to traffic this year.

The Board also approved the operation of the branch line to Thompson, Manitoba and the spur line from Brocket to Pincher Creek, in the Province of Alberta, and also to Bartibog branch line in the Province of New Brunswick. The forty-mile Cornwall Diversion of the C.N.R. was completed and opened for traffic this year. The diversion of the Manouan Subdivision between Fitzpatrick and Cresman, Province of Quebec, was also opened for traffic this year.

Oil and Gas Pipe Lines

The Westcoast Transmission Company completed its 650 miles of trunk line from the Peace River area to the International Boundary near Huntingdon, B.C., and the line was opened for the transportation of gas at the beginning of October.

The Trans-Canada Pipe Line is now completed from the Alberta-Saskatchewan border to Port Arthur, and from the Toronto Junction to Montreal with a branch line to Ottawa.

The Interprovincial Pipe Line Company has extended its line from Sarnia to Port Credit, and has added a third loop line to part of its trunk line in the Prairie Provinces.

The Trans-Mountain Oil Pipe Line Company has also looped approximately 100 miles of its trunk line at various locations.

Westspur Pipe Line looped its trunk line in its entire length.

General

Numerous applications were also handled by the Engineering Department concerning the opening or closing of Highway crossings, construction of private or industrial tracks, drainage complaints, right-of-way fencing, etc. In a great number of cases field inspections and engineering reports were required in dealing with these applications.

A table appearing in Appendix "B" page 62 gives detailed statistical information with respect to various engineering and other projects approved by the Board during the year 1957.

LEGAL

Decisions of the Board

The Board's Judgments, Orders, Regulations and Rulings are published fortnightly by the Queen's Printer, Ottawa. The 1957 decisions are reported in Volumes 46 and 47 J.O.R. & R. and many of the decisions are also reported in Volumes 74 and 75 of Canadian Railway and Transport Cases.

Notes on a selected number of decisions given in 1957 are as follows:

Trans-Canada Pipe Lines Limited, 46 J.O.R. & R. 388.

In July 1954 the Board granted leave to Trans-Canada to construct its proposed natural gas pipe line, subject to a condition that the company subsequently satisfy the Board that satisfactory arrangements have been completed for financing the construction of the entire line. On January 31, 1957, the company gave evidence that satisfied the Board in that respect and the Board thereupon made a declaration to that effect, granted leave to the company to lease from the Northern Ontario Pipe Line Crown Corporation the "Northern Ontario section" and extended the time limit for completion of the entire line to December 31, 1958.

Application of New York Central Railroad Company for leave to abandon its Cornwall-Ottawa Line, 74 C.R.T.C. 334; 46 J.O.R. & R. 417.

The New York Central Railroad Company and the Ottawa and New York Railway Company applied for leave to abandon operation of their line of railway extending from the United States-Canadian boundary, near Cornwall, to Ottawa, approximately 58 miles. Before hearing the application the Board, in accordance with its usual practice, caused an inspection of the line to be made by officers of its Engineering and Operating Branches who made a report to the Board. At a subsequent hearing the company satisfied the Board that a bridge on the railway which spanned the south channel of the St. Lawrence River would be removed in the construction of the St. Lawrence Seaway and that the expenditure required to relocate the railway line to continue its operation would not be economically justified. The Board also found that operation of the line only between Cornwall and Ottawa would result in a continuous revenue deficit and although the abandonment would cause some inconvenience to the public there was not enough traffic on the line to warrant the Board refusing to grant the application. Order No. 90648, dated January 10, 1957, was issued accordingly authorizing abandonment of operation as of February 15, 1957. An application on behalf of the employees of the New York Central Railroad Company in respect of compensation was reserved for further consideration.

Brotherhoods of Railway Employees* v. *New York Central Railroad Company, 75 C.R.T.C. 22; 47 J.O.R. & R. 55.

In connection with the abandonment of operation of the New York Central Railway line between Cornwall and Ottawa, above mentioned, an application was made on behalf of certain railway employees claiming that the New York Central was required under section 182 of the Railway Act to compensate them for financial loss caused to them by abandonment of the line. The Assistant Chief Commissioner held that the employees did not have a legal right under the Railway Act to compensation for financial loss caused to them by change of residence necessitated by the abandonment of operation of the line, or con-

sequential closing and abandonment of stations and divisional points thereon, authorized by the Board under its Order No. 90648. The Deputy Chief Commissioner and Mr. Commissioner Chase dissented from this conclusion of the Assistant Chief Commissioner, but as the question was one of law the opinion of the Assistant Chief Commissioner prevailed pursuant to section 12(2) of the Railway Act.

Application of Canadian National Railway Company and Canadian Pacific Railway Company re ***Telegraph Rates; 47 J.O.R. & R. 253.***

The Canadian National Railway Company and Canadian Pacific Railway Company applied for an order authorizing them to charge tolls for telegraph messages within Canada based upon direct air-line mileage in accordance with a uniform "grid" pattern. The application was widely advertised in order to give due notice to the public and afford parties an opportunity to make submissions or objections. It was heard first on August 13th and again on September 3rd. The companies proposed to abolish combination rates for traffic interchanged between telegraph companies and substitute a single line scale of rates; to abolish charges for telephoning messages to points beyond the normal delivery point at telegraph stations; to reduce by 25% the charges for money orders; and to establish telegraph rates on an air-line basis.

Objections were made by the Maritimes Transportation Commission to the original proposal, and prior to the September hearing the companies amended their proposal in a manner satisfactory to that Commission, both as to form and level of rates.

At the September hearing there was nothing before the Board indicating opposition to the granting of the application, as amended, and the Board found that the telegraph rate structure in Canada included anomalies which had resulted from the structure being gradually developed over a period of years and that the new rate structure, on what is called a "grid", and based on air-line mileage, would place telegraph rates throughout Canada on a more logical basis by elimination of anomalies and would provide a more simplified pattern generally free from unjust discrimination.

The Board also considered the level of rates expected to result and was satisfied that the companies had made out a case and that the grid system of rates would provide a reasonable and fair rate structure. It also took into account the fact that telegraph revenues and expenses are now included in the Board's Uniform Classification of Accounts for railways as items of rail income and expense. The revised application was therefore approved.

International Refineries Inc., v. ***Interprovincial Pipe Line Company, 75 C.R.T.C. 68; 47 J.O.R. & R. 107.***

International Refineries Inc., owned and operated an oil refinery at Wrenshall, Minn., and obtained oil from the Edmonton area partly via the pipe line of Interprovincial Pipe Line Company. Another refinery at St. Paul Park, Minn., also obtained oil from the same area partly via the Interprovincial line. International complained that the joint through rates charged by Interprovincial and connecting pipe line carriers for the transportation of oil from Edmonton to Wrenshall were too high because they were the same as those to St. Paul Park, which is 88 pipe line miles farther from Edmonton than is Wrenshall. International also contended that Interprovincial had no power to join in such joint through rates and asked that the Board declare Interprovincial to be a "common carrier" under section 39 of the Pipe Lines Act.

The Board held that the rates established by Interprovincial to Wrenshall and St. Paul Park were not unjust, unreasonable, unjustly discriminatory or otherwise unlawful, having regard to competition and other pertinent factors, circumstances and conditions affecting the rates; that Interprovincial had power to participate in the joint through rates and there was no requirement that it establish a separate rate to the Canadian border for the carriage of oil destined to the United States. In view of the conclusions reached, the Board did not find it necessary to declare Interprovincial to be a common carrier. The application was therefore dismissed.

Re Apportionment of cost of grade separations and protection on the Cornwall diversion of the C.N.R. Railway; 47 J.O.R. & R. 317.

The Hydro Electric Power Commission of Ontario and Canadian National Railway Company applied for approval and sanction of a diversion of a portion of the main line of the C.N.R.'s Cornwall Subdivision, necessary in connection with the development of the power resources of the International Rapids Section of the St. Lawrence River. The Board approved the diversion, which involved the construction of 7 grade separations and installation of automatic protection at certain highway crossings on the diversion. Hydro applied for grants from The Railway Grade Crossing Fund towards the cost of such construction and protection. The Board referred to the view it expressed in its 1954 Report on the Railway-Highway Crossing Problem that railway relocation projects being undertaken for many reasons besides that of crossing protection or removal, should be excluded from obtaining grants from the Fund, and found that the full amount of $5,000,000 appropriated by Parliament annually to the Fund is necessary for normal current needs, and if grants were made to Hydro in this instance other normal crossing protection projects qualifying for grants would require to be deferred for lack of such grants or would receive no grants or grants less than normal. The Board accordingly refused Hydro's request for grants from the Fund.

Eastern Avenue, Toronto, Crossing Case, 75 C.R.T.C. 92; 47 J.O.R. & R. 123.

The City of Toronto applied for an order authorizing the construction of a bridge to carry Eastern Avenue over the tracks of the Toronto Terminals Railway, Canadian National Railways and Canadian Pacific Railway and private railway tracks. The bridge will be approximately 1700 feet in length and in addition to passing over the railway tracks will pass over the Don Valley Parkway and the Don River. Its cost was estimated at from approximately $2,417,000 to $3,024,000. The T.T.R. tracks were protected by electrically operated manually controlled gates, of which the cost of operation and maintenance in 1956 was approximately $16,400, borne approximately $4,100 by the City and $12,300 by the T.T.R. The remaining tracks were protected by a watchman at a cost of approximately $9,000 per year, borne in equal shares by the C.P.R. and C.N.R.

The construction of the bridge requires the relocation of plants of four utility companies, and they respectively estimated their relocation expenses as follows: Bell Telephone Company, $67,400; Toronto Electric Commissioners, $85,000; Consumers' Gas Company $242,350; and Hydro Electric Power Commission $20,200. The policy of the Board had been to require public utilities to bear the cost of relocation of their facilities in cases such as this, and this

rule was followed here subject to the reservation that if a change in policy results from the current review of that policy the apportionment of these costs will be further reviewed.

The railways submitted that their contribution to the cost of the bridge should be the capitalized values of their benefits from the bridge, calculated on the basis of alternative automatic protection of the tracks, but the Board required them to pay substantially more than they offered. The Board granted the application and treated the bridge as a project entitled to two maximum grants of $300,000 each from The Railway Grade Crossing Fund, one grant being in respect of the crossing of the T.T.R. tracks, the other being in respect of the crossing of the C.P.R. and C.N.R. tracks. The apportionment of costs of construction of the bridge was as follows: (*a*) as to the crossing of the T.T.R. tracks a grant of $300,000 from the Fund, $100,000 to be paid by the T.T.R., the balance by the City of Toronto; (*b*) as to the crossing of the remaining tracks, a grant of $300,000 from the Fund, $50,000 to be paid by the C.N.R., $50,000 by the C.P.R. and the balance by the City. Cost of maintenance was directed to be borne, $100 per annum by the T.T.R., $50 per annum by the C.N.R., $50 per annum by the C.P.R., and the balance by the City.

Carling Avenue, Ottawa, Crossing Case, 47 J.O.R. & R. 149.

Carling Avenue crosses a line of the C.P.R. and the crossing was protected by a wigwag and bell. The City improved the highway, making it a 2-lane highway. This resulted in an additional 30-foot lane to the south of the original road and separated from it by a 25-foot boulevard. It was necessary to replace the existing wigwag and bell by modern flashing lights and bell; and also to install additional flashing lights and bell on the new lane. The parties did not agree as to the sharing of the cost of construction of the crossing and protection and, following a hearing, the Board apportioned the costs as follows: (*a*) the cost of widening and improving the highway to be borne by the City, (*b*) the cost of maintenance of the entire crossing to be shared equally by the railway company and the City, (*c*) the cost of installation of the flashing lights and bell on the new lane to be paid by the City; (*d*) the installation of the flashing lights and bell in lieu of the wigwag and bell to receive a grant of 60% of the cost thereof from The Railway Grade Crossing Fund, the remainder to be borne 25% by the City, the balance by the C.P.R., (*e*) the cost of maintenance and operation of the entire signal installation to be borne 75% by the City and 25% by the C.P.R.

Application of J. M. Brown Motor Company Limited re ***Freight Rate on automobiles from Hamilton, Ontario, to Vancouver, B.C., 47 J.O.R. & R. 235.***

The issue in this case was as to what rate was legally applicable in respect of the movement of certain carloads of automobiles tendered to Canadian Pacific at Hamilton and consigned directly to the applicant at Vancouver. When certain of the shipments were made there was in effect a single factor through rate from Hamilton to Vancouver, and also local rates from Hamilton to Hatzic, B.C., and from Hatzic to Vancouver. The local rates, when combined, made a total rate of a lesser amount than the through rate from Hamilton to Vancouver. The traffic was not shipped to Hatzic and re-shipped therefrom to Vancouver, but the applicant company sought to establish its right to a declaratory order that the combination of the local rates should apply to the through movement in displacement of the published and filed through rate. The Board reviewed previous decisions and found that, considering that the traffic was not

consigned to and re-consigned from Hatzic but was delivered to the railway at Hamilton for transportation to Vancouver direct, the rate legally applicable was the published single factor through rate from Hamilton to Vancouver.

Investigation of Freight Rates on crushed rock for manufacture of cement, from and to points in Western Canada, 47 J.O.R. & R. 207 and 301.

This investigation was instituted by the Board upon its own motion as a result of two prior cases respecting gypsum rock and cement clinker in which the rates on crushed rock, in carloads, for the manufacture of cement, were brought into question on the ground that they were unreasonably low. The primary rate on crushed rock for cement manufacture in Western Canada was the rate from Steep Rock, Man., to Fort Whyte, Man., a distance of 145 miles, at 7¢ per 100 pounds. This rate had been in effect, with very slight variation, since 1913. For consideration also were the rates on crushed rock from Cadomin to Bissell, 192 miles, at 9¢ per 100 pounds, and from Mafeking, Man., to Victoria Plains, Sask., 278 miles, at 13½¢ per 100 pounds, these rates being upon the same basis as the Steep Rock to Fort Whyte rate.

The Board found that the rates in effect were based upon conditions as they existed in 1913 and, despite increased costs of railway operation since that time and general increases in freight rates, had not been increased; that the rates contributed only 50% to 71% of the all-inclusive costs of operation, varying with the shipping and destination point; that the attempted justification for such rates by the C.N.R. that it received the corresponding out-bound movement of higher rated cement traffic was not sustained to the extent of the out-bound movement contemplated when the rate was made; that the in-bound rates in question to the cement plants in Western Canada were not reasonably remunerative and that the profitable out-bound cement traffic was not being received in sufficient volume to justify continuance of the in-bound rate at its current low level. The Board directed that the C.N.R. develop a scheme for the revision of the rates and submit it to the Board and to interested parties by October 1, 1957.

In September the C.N.R. advised that it was unable to devise a scheme which would be in the public interest and a practical and workable solution to the problem. It thereupon devolved upon the Board to prescribe a minimum basis of rates, it being the opinion of the Board that the rates in question imposed a burden on other traffic which necessarily had to provide the revenue to cover the deficiency in those rates. The Board made comparisons of the rates with rates on other low grade raw materials and, considering that the lowest rates in Western Canada on any raw material, exclusive of copper ore, were equal to 7.44% to 7.65% of the Class 100 rate, concluded that a basis of 7.5% of the Class 100 rates is a minimum reasonable rate that should be applied on crushed limestone rock, in carloads, from origin points in Western Canada to any point at which a cement plant is located. This basis was made subject to general changes in rate levels as they exist from time to time. The Board accordingly prescribed rates on crushed limestone rock, including a basic rate of 10¢ from Steep Rock to Fort Whyte, in lieu of the former 7¢ rate, such prescribed rates to be subject to the Board's order No. 90447 authorizing a general increase of 11%.

The Board observed that, while the price of cement at various points was given in the evidence and considered, the Board is not an arbiter of prices nor of competitive prices between rival industries manufacturing cement and that its

function is to preserve a balance between the public and the railways as to what may be just, reasonable and non-discriminatory railway rates and that any action by the Board in respect of freight rates which results in a change in the price of any commodity is only incidental to the exercise of its functions under the Railway Act.

Application of Alaska Yukon Pipelines Ltd., for leave to construct an oil pipe line. 47 J.O.R. & R. 169.

The applicant proposed to construct a petroleum products pipe line from Haines, on the seaboard of Alaska, to Haines Junction, Yukon Territory. The company stated that it would own that part of the pipe line in Canada and, so that expropriation rights might be available, had caused to be incorporated an Alaskan company to own the part of the line in Alaska, the latter company being a wholly owned subsidiary of the applicant.

Objection was taken by White Pass and Yukon Corporation Limited that the applicant did not have power under its statute of incorporation to construct and operate a pipe line whose main line is not wholly within Canada, for the applicant's Special Act had the following proviso: "Provided that the main pipe line or lines for the transmission and transportation of gas and oil shall be located entirely within Canada". The Board found that it was obliged to look at the realities of the project, as disclosed by the evidence, and not to let the technical matter of the ownership of the portion of line in Alaska prevent it from properly appraising the essential character of the entire line. It found that the entire line was not two lines but one line, and that it was in reality to be a main line of the applicant although the portion of it in Alaska was proposed to be constructed and owned by the applicant's wholly owned Alaskan sub-subsidiary. Having regard to the proviso in the company's Act the Board held that it should not grant leave to construct the portion of the line in Canada when, as the Board viewed it, that line was to be a portion of a main line of the applicant from Haines to Haines Junction, and the construction of such main line, which was not to be entirely within Canada, was not within the company's powers.

The Board also dealt with the application as if the Alaskan portion of the line should not be treated as part of the applicant's main line, but held that the uncertainties then existing as to the disposition of the Canol pipe lines and as to whether the proposed line would have a throughput sufficient to make it an economically feasible line, were such that the application should be refused. The Board stated that the decision does not prevent the applicant from bringing another application for leave to construct a pipe line to serve the Yukon when the situation respecting the Canol lines has clarified, if the applicant is then in a position to establish a stronger case. The Board also stated that there should be no inference that it was finding that the existence of the White Pass railway or the pipe line from Skagway to White Horse would be a bar to the granting of leave to any applicant to construct a pipe line to serve the Yukon. The public interest of the people in the Yukon would be a major consideration, and transportation charges would be a factor to be considered in determining any such future application.

Re Bell Telephone Lines in Chicoutimi, P.Q., 47 J.O.R. & R. 87.

In connection with the exercise by The Bell Telephone Company of Canada of its powers to construct telephone lines on public highways in the City of Chicoutimi, the City did not object to the placing of the lines but asked that the

Board impose a condition that if in future the City would have to widen its affected roads or change their location the company would remove its telephone plant at its own expense. The Board reviewed previous decisions in respect of similar requests by other municipalities and held that if in the future a change in the location of telephone plant is necessary due to widening of a street or change in its location the Board has power to order the company to relocate its plant and power to order by whom and in what proportion the cost and expenses of relocating the plant shall be borne, and that the situation can be properly appraised and taken care of by the Board at that time without imposing now the condition requested by the City. The Board accordingly followed its established practice in that respect and declined to impose the condition.

Application of New York Central Railroad Company to discontinue passenger service between Malone and Montreal, 47 J.O.R. & R. 99.

The railway company was providing passenger train service between Malone, in the State of New York, and Montreal, and applied for authority of the Board to discontinue the service. The evidence showed that two of the trains, Nos. 25 and 32, were heavily patronized by commuters, and the Board concluded that it would be an unwarranted hardship on the users of these trains to authorize their discontinuance, except the Saturday trip from Malone to Montreal. The Board found that the passenger services were being operated at a loss but was not satisfied that under the circumstances existing there was adequate alternative means of transportation available on Monday to Friday of each week to the persons using trains Nos. 25 and 32, and that the hurt to public necessity and convenience that would result from their discontinuance would outweigh the financial loss being incurred by the company. The Board therefore refused leave to discontinue trains Nos. 25 and 32, except on Saturday, but authorized discontinuance of the remaining passenger trains.

General freight rate increase

In May, 1956, the railways applied for authority to make a 15% general freight rate increase. In June, 1956, the Board authorized an interim 7% increase and increased it to 11% in December of that year, deferring final determination of the application pending further hearings to be held in 1957. In August, 1957, the railways amended their application so as to request authority to increase by a further 10% the general level of rates authorized in December, 1956. Hearings on the original application and the amendment took place in September, October and November of 1957, and the Board rendered its Judgment on December 27th.

For the constructive year 1957 and the purposes of the Judgment, the Board determined the permissive level of net rail income of Canadian Pacific, as the "yardstick" railway for rate making purposes, at $51,253,000, and its net rail income at $47,908,000. It found that the resulting deficiency of $3,345,000 in Canadian Pacific's net rail income required a revenue yield requirement of $6,372,000 from increased rates when reduced by income tax. Accordingly the Board authorized an increase of 3.6% over the then permissive general level of rates; coal, other than lignite, was allowed an increase of 7¢ per ton over the 18¢ previously authorized; no additional increase was authorized on lignite coal.

The Judgment runs to 53 pages and deals at length with the evidence, submissions and arguments, including the very contentious issue of Income Tax.

The Board confirmed the findings respecting Income Tax that it expressed in its Interim Judgment of December 28, 1956.

Appeals from Decisions of the Board

Leave was sought to appeal to the Supreme Court of Canada from the decision of the Assistant Chief Commissioner dismissing a claim on behalf of certain employees of the New York Central Railroad Company that the company was required to compensate them under section 182 of the Railway Act for financial loss caused to them by abandonment of operation of the company's Cornwall—Ottawa line. Mr. Justice Fauteux granted leave to appeal on the following question of law:

> Did the learned Assistant Chief Commissioner err in holding that as a matter of law the respondent Company, having obtained approval of the Board to abandon operations pursuant to Section 168 of the Railway Act, was not bound by the requirements of Section 182 pertaining to compensation of employees?

The appeal had not been heard by the end of 1957.

International Refineries Inc. sought leave to appeal to the Supreme Court of Canada from the Board's decision dismissing that company's application respecting rates charged by Interprovincial Pipe Line Company. Mr. Justice Rand dismissed the motion for leave to appeal.

J. M. Brown Motor Company Limited sought leave to appeal to the Supreme Court of Canada from the Board's decision on its application respecting rates on certain movements of automobiles from Hamilton to Vancouver. Mr. Justice Fauteux dismissed the motion for leave to appeal.

The Provinces of British Columbia, Alberta, Saskatchewan and Manitoba and the Maritimes Transportation Commission representing the Provinces of Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland, petitioned His Excellency the Governor General in Council, on the last day of December 1957, protesting against and seeking relief from the Board's Judgment and Order of December 27th, 1957, which authorized a general increase in freight rates.

Notes on the Board's decisions in the above cases are included in this Report under the heading "Decisions of the Board".

OPERATING

The Operating Branch is concerned with aspects of the Board's regulations relating to safety in railway operations, adequacy of service to the public, the handling of explosives and other dangerous commodities, fire prevention and the investigation of accidents.

This Branch consists of four sections. For convenience, the report is divided as follows:

Part 1 — Operating
Part 2 — Mechanical
Part 3 — Flammable liquids, Gases and Explosives
Part 4 — Fire Prevention

Part 1—Operating

The Operating Branch has continued its policy of co-operation with all interested groups with a view to promoting greater safety in railway operation. This co-operative approach to safety is being developed in the form of periodic conferences which are held at Ottawa. The last such conference took place on April 8th and 9th, 1957. Representatives were in attendance from twelve Railway Companies and in addition the Railway Association of Canada and the Legislative Committees of the Railway Transportation Brotherhoods were also represented.

Discussions at these conferences, which are of an informal nature, are designed to review accident trends brought to light through the activities of the Board's Inspectors as well as those reflected in the Board's accident statistics with a view to taking corrective action where necessary.

The results accruing from these conferences have impressed the officers of the Branch with the desirability of giving this experiment further trial.

Station Services:

One of the principal functions of the Operating Branch is to ensure that the railways under the jurisdiction of the Board, erect, operate and maintain stations upon their lines with good and sufficient accommodation and suitable facilities for the handling of traffic.

At railway stations where the Company considers that the volume of traffic being handled has diminished to the point where the cost of maintaining the agencies out-weighs the inconvenience that may be caused to the public from the removal of these services, the Company must apply to the Board for authority to remove the Agent. As a consequence of these requirements 60 applications requesting authority to remove station agents, replace station agents with caretakers, or to remove caretakers were initiated by the railways during the year. Of these, 45 have been disposed of and 15 are still under consideration. In dealing with these applications, investigations were conducted on the ground by District Inspectors of this Branch, at which time representatives of municipalities and the local citizens were provided with an opportunity to present their views, following which reports and recommendations were submitted to the Board for its consideration.

Numerous complaints from the public regarding insufficient service and/or accommodation at stations were also investigated.

Train Services:

Forty-four applications dealing with major reductions or discontinuance of passenger and mixed train service, were dealt with during the year. These applications were investigated on the ground by District Inspectors of the Branch, accompanied by headquarters officers in some instances, and after consultation with the parties affected, reports and recommendations were submitted to the Board.

Several complaints from the public pertaining to inadequacy of train service, were also dealt with in a similar manner.

Abandonments:

Three applications for permission to abandon railway lines involving fifty-five miles of track were investigated on the ground with officers of the Board's Engineering Branch and joint reports and recommendations submitted to the Board.

Highway Crossing and Other Accidents:

During the year, 2638 accidents were investigated, of which, 583 occurred at highway crossings. Highway crossing accidents involving injuries necessitated the inspection of 583 crossings and subsequent reports and recommendations to the Board. In 144 cases, recommendations were made with a view to providing additional safeguards at these crossings.

It is gratifying to note that only two of the above mentioned accidents resulting in two persons being injured involved collisions between trains and highway vehicles handling gasoline, oil products and other dangerous commodities. Last year there were six such accidents involving seven deaths and eleven injuries.

Detailed statistical data for the year 1957 is given in statements Nos. 1 to 9 (inclusive) appended hereto (See Appendix "C" pages 63 to 73).

Operating Rules:

A considerable number of inquiries in respect of Operating Rules and regulations as well as applications for the approval of rules of the Operating Departments of Railways exempt from the provisions of the Uniform Code of Operating Rules, were dealt with and reports and recommendations submitted to the Board.

For the purpose of carrying out these duties, the Operating Inspectors made observations and conducted investigations in the course of their travels over their assigned territory. Numerous reports and recommendations were submitted with a view to improving and/or correcting conditions detrimental to safety.

Part 2—Mechanical

The main function of the Mechanical Section is related to the inspection of motive power and car equipment with a view to correcting defects detrimental to safety.

During the year, 9,450 motive power units together with 84,440 units of other types of rolling stock were inspected. 14,498 defects were found necessitating corrective action. Some 11,489 freight cars were examined for correct tare weight and 278 were found overdue for reweighing.

The conversion from steam to diesel power has increased the work of the Board's Mechanical Inspection Staff. This year 403 applications have been received for extensions of time for flue removal on steam locomotive boilers, including a limited number for second extensions. The work of examining these boilers is of major importance and requires that the Inspectors enter the boiler and firebox in order to carry out a comprehensive examination and submit a detailed report.

Heating and Power Boilers:

Heating and Power Boilers of which there are some 975 units being operated by railways in Canada are inspected regularly by the Board's officers.

There has been some increased activity in the Stationary Boiler field in recent years due to conversion of a number of conventional types of boilers to the so-called "packaged" or automatic type of steam generating units. The Board's officers have encouraged the full utilization of modern alarm and safety devices on these units with a view to reducing the element of risk associated with failure in the normal operation of this type of equipment.

In view of the foregoing, revised regulations, designed to ensure the highest degree of safety in the operation of all types of boilers used in power and heating service are nearing completion.

New Equipment:

During the year, technical officers have actively participated with the Railways in the matter of riding and testing new types of motive power, and experimental types of light weight passenger car equipment.

The replacement of conventional passenger service with modern light weight self-propelled Rail Diesel Cars has progressed at an accelerated pace.

The first Rail Diesel Car was introduced in Canada in the year 1953 and the latest reports indicate that there are approximately seventy (70) such units now in service at various points across Canada.

Some attention has been given to the strengthening of the vestibule structure on these units in order to provide greater safeguards, particularly to the operator whose station is located in the vestibule. Subsequent events have fully justified this action, particularly with respect to crossing accidents involving collisions between such units and heavily loaded highway vehicles.

Motive Power Situation:

At the end of 1957 the two major Canadian Railways had a total of 2416 steam locomotives registered with the Board. Approximately 500 units of this type of motive power were scrapped during the year and some 482 diesel electric motive power units were acquired. The approximate total of units presently in service on both major Railways being Steam Units 2416, Diesel Electric Units 2255.

Details regarding steam and diesel-elcetric units in service on the two major railways for the years 1953 to 1957 (inclusive) are shown in the following table:

MOTOR POWER TRENDS—MAJOR RAILWAYS

Year	Steam Locomotives					
	Coal Fired		Oil Fired		Total	
	C.N.R.	C.P.R.	C.N.R.	C.P.R.	C.N.R.	C.P.R.
1953	1,932	1,329	370	265	2,302	1,594
1954	1,702	1,262	431	260	2,133	1,522
1955	1,462	1,154	433	250	1,895	1,404
1956	1,319	991	386	214	1,705	1,205
1957	1,111	788	333	184	1,444	972

Year	Diesel Electric Locomotives					
	Road Locos		Switchers		Total	
	C.N.R.	C.P.R.	C.N.R.	C.P.R.	C.N.R.	C.P.R.
1953	277	217	226	148	503	365
1954	349	311	266	148	615	459
1955	477	372	306	184	783	556
1956	721	470	384	198	1,105	668
1957	1,003	583	430	239	1,433	822

Air Brake Rules:

In the interest of safety the Board has over the years shown some concern in the development and use of various types of braking equipment. In this connection an attempt has recently been made to have Canadian Railways adopt Uniform Regulations governing the operation and maintenance of air brake and signal equipment.

All aspects of this proposal have been carefully reviewed at conferences attended by representatives of the Board, the Railways and the Legislative Committee of the Railway Transportation Brotherhoods. Excellent co-operation has been received from all concerned and it is anticipated that regulations governing the operation and maintenance of air brake and signal equipment, acceptable to the Board, will be distributed by the Railway Association of Canada early in the year 1958.

Safety Appliance Regulations:

General Order No. 102 which with a number of amending orders regulates the type, location and maintenance of safety appliances used on motive power and car equipment, is in process of revision. Draft copies of the proposed new regulations, into which have been incorporated all amending orders, have been supplied to all concerned for their study and comment.

Air Pollution:

In recognition of the growing public concern with respect to air pollution, the Board's regulations in this respect governing the railway transportation industry have been under review and technical officers of the Branch have been actively engaged in bringing to a satisfactory conclusion new regulations designed to meet present day requirements.

Valuable assistance in this regard has been received from the Air Pollution Service of the Department of National Health and Welfare.

It is anticipated that the revised regulations will be issued early in 1958.

Detailed statistical data giving further information with respect to the mechanical section will be found in statements Nos. 10 to 14 (inclusive) appended hereto. (See Appendix "C" pages 74 to 78).

Part 3—Flammable liquids, gases and explosives

Handling and Storage of Flammable Liquids and Gases on and Adjacent to Railway Property

Under the provisions of General Order No. 823, 324 applications were received for approval of bulk oil installations or additions or alterations thereon. These, together with 14 applications held in abeyance from 1956 were disposed of as follows:

Approved and Orders Issued	320
Cancelled or Rejected	1
Held in abeyance or Orders Issuing	17

The foregoing applications, covered the location of 751 storage tanks having a total capacity of approximately 61,072,179 additional gallons. Of these 338 applications, 129 covered new installations or installations not previously approved.

Under the provisions of General Order No. 597, 18 applications were received during 1957 requesting approval of installations for the handling and storage of

liquefied petroleum gas. These applications covered the installation of 30 storage tanks with a total additional capacity of approximately 630,000 Imperial Gallons.

During the year, interest continued in the utilization of Anhydrous Ammonia for Agricultural purposes and temporary permission was granted to unload Anhydrous Ammonia into tank trucks at certain approved locations.

Plans of all the above installations were examined by the Board's Inspectors and, in addition, 599 field inspections were made during the year to ensure compliance in accordance with approved plans and safe practices.

Regulations for the Transportation of Explosives and Other Dangerous Articles in Rail Freight and Rail Express Service

Supplement No. 6 to the above Regulations was issued April 30, 1957 which amalgamated and rescinded Supplements No. 3, 4 and 5, and included additional changes and additions to these Regulations. This Supplement became effective on June 1, 1957.

Increased activity in the production of new chemicals, explosives and other hazardous commodities, has necessitated periodic changes in the regulations, in order to provide for the safe transportation of these new commodities. Many new methods of packaging and handling have been considered and tested for approval.

The use of polyethylene containers for the transportation of acids is gaining favour with industry. The Board's officers are currently engaged in studying this and other new types of containers for the handling of dangerous commodities.

Examination of reports of tests from independent inspection agencies has been required in some instances. Excellent co-operation has also been received from the technical staff of the Forest Products Laboratories Division of the Department of Northern Affairs and National Resources in the testing of new types of fibreboard containers.

Part 4—Fire prevention

Weather Conditions

Weather conditions across Canada were, on the whole normal to favourable from the standpoint of fire prevention, with possibly the Province of Nova Scotia in the first half of the fire season experiencing the greatest hazard and, therefore, accounting for proportionately the largest number of railway caused fires.

Fire Statistics

Detailed statistics are shown in Statement No. 15 appended hereto (See Appendix "C" page 79) from which it will be noted that 380 fires occurred during the fire season of 1957 chargeable to Railway operations with approximately 14,000 miles of railway classified as forested territory. These fires burned 5,933 acres. In addition, 147 fires were also reported as originating and burning in ties in the track which did not spread or cause damage other than to track ties.

Railway Fire Patrols

Fire patrol requirements under the terms of paragraph 29 of General Order No. 548 were addressed to all railways concerned.

Statistics showing forested mileage along the railways upon which patrols are prescribed are as follows:

	Miles
Special section patrols prescribed on	2,163.67
Special power speeder patrols	2,080.60
Special section patrols on request	2,003.26

	Miles
Special velocipede patrols	92.90
Other special patrols	12.10
Mileage in forested territory on which no special patrol required, detection, reporting and extinguishing of fires being part of the regular duties of section forces and other employees	7,765.60
Total	14,118.13

FIREGUARDS

Railway	Mileage both sides of track to be accounted for exclusive of approved exemptions	Fireguard mileage constructed or maintained during year	Percentage completed
Canadian National	2,808.3	1,003.3	35.7
Canadian Pacific	3,144.3	1,893.7	60.2
Northern Alberta	17.8	10.6	60.0
Totals	5,970.4	2,907.6	48.7

Inspection

Under the co-operative arrangements inaugurated in 1915 within the various Federal and Provincial Forest Services, 377 officers of such services were under appointment as Inspectors of the Board during the year.

Of the above, 55 have received special training and were appointed as Locomotive Fire Appliance Inspectors.

During the 1957 fire season, these Locomotive Fire Appliance Inspectors examined fire prevention appliances on 743 locomotives, 45 of which were found to be defective involving 72 defects.

TRAFFIC

The Traffic Department deals with all matters in respect of the Traffic, Tolls and Tariffs sections of the Railway Act and Transport Act; the licensing of ships on the Great Lakes, Mackenzie and Yukon Rivers; the approval of tariffs, and the fixing of normal tolls for reimbursement purposes under the Maritime Freight Rates Act; supervision and auditing of the issuance of pass privileges of the railways and others; the operation of the trackage maintenance subsidy under Section 468 of the Railway Act; and the receiving and maintenance of tariffs filed as required by the statutes.

These duties embrace the formulation of regulations respecting the preparation and filing of tariffs; the filing of agreed charges; pass privileges; freight rate reductions pursuant to the trackage maintenance subsidy and other various matters. The services which are involved are railway freight and passenger

traffic; water lines freight and passenger traffic; express; telegraph; telephone; international bridges and tunnels and pipe lines. The total staff of the department is 24 all of whom are located in Ottawa.

The department furnishes rate information, analyses of formal and informal complaints, and advice to the Board to assist in reaching its decisions, and generally administers the traffic functions of the Board under policies laid down by the Board or under specific direction.

The tariff files of the Board, which are part of the department's duties contain thousands of tariffs of all kinds. Tariffs are the catalogues of prices of the companies submitting the same. They contain millions of rates applicable to the varying services involved.

Tariffs filed during 1957:

Railways:			
Freight:			
Local to one line	2,825		
Joint over two or more lines	9,317		
International (Canada–USA)	24,162		
Total		36,304	
Passenger:			
Local	397		
Joint	324		
International	968		
Total		1,680	
Express:			
Local	278		
Joint	165		
International	150		
Total		593	
Agreed Charges		547	
Total			39,124
Water Carriers:			
Freight		339	
Passenger		13	
Total			352
International Bridges and Tunnels			5
Telephone			2,756
Telegraph			152
Total all tariff schedules			42,389

Received also for filing were 144 Powers of Attorney appointing agents to issue and file tariffs on behalf of certain carriers, and 219 Concurrence documents signifying the extent to which certain carriers concur in joint tariffs. In all the total tariffs, powers of attorney and concurrences received during the year was 42,752, or an average of 143 per working day.

Maritime Freight Rates Act:

During the year 220 Orders were drafted concerning the administration of the provisions of the Act, of which orders 158 contained approximately 26,500 normal rates which had been developed for the purpose of determining the allow-

able reimbursement to railways under Section 8 of the Act. All of such normal rates are not to be found in the tariffs filed with the Board but are developed by the department's staff from formulae developed by experienced personnel.

Claims for reimbursement from railway companies other than the Canadian National totalled $1,801,172 of which $1,774,287 was allowed, or a deduction of $26,884. The total number of rates involved in these claims approximated 855,882 all of which were verified and corrected where necessary. The number of rates so dealt with averaged 2,852 per working day.

Due to changes in the nature of the traffic, length of haul, and in the level of the prevailing rate structure, the said rail lines were paid $192,480 more in 1957 than in the preceding year.

Correspondence, reports and statements concerning this administration totalled 1,066 for the year.

Effective July 1st 1957 the statutory reduction of twenty per cent was amended to thirty per cent on traffic coming from the select territory to points in Canada outside such territory. Of the tariff schedules filed during the year some 283 were involved in the change of rates to implement the above amendment. Necessary changes were made in orders approving the rates and extensive new computation of normal rates for reimbursement purposes were also made and applied.

Water carrier licensing:

During the year 73 ships operating in the Great Lakes area, and 177 ships in the Mackenzie River area were licensed to transport goods and passengers between ports in Canada. The number of ships so licensed was 21 more than in the previous year. The Board's licenses are granted only upon satisfaction that public convenience and necessity requires such transport facilities. The Traffic Department analyses the basic data and reports its recommendations to the Board.

Equalization of freight rates:

The department continuously has under study the tremendous task of developing factual data for use of the Board in determining to what extent the provisions of Section 336 can be implemented. Studies were completed concerning a series of commodity rates which have been equalized and are now in effect. Further studies are in contemplation and public hearings are to take place shortly. Officers of the department attend all such hearings.

Waybill analysis:

Each year since 1950 and also in 1949 the Board has through its Economic and Traffic departments, with the co-operation of the railways, provided studies of approximately a one percent sample of the carload freight traffic moving within Canada. The objective of these studies is to make available an insight into the nature of the goods carried by railway, the distance hauled, weight, revenue, and the ton-mile and car mile earnings. It also provides information as to territorial movement of domestic traffic. Such studies have been essential to the conduct of the rate equalization investigation and the attainment of the end results which have been achieved.

During 1957 approximately 21,700 waybills for actual traffic were handled by the Traffic Department each of which was checked for correctness of rate and charges, the computation of the distance hauled, and for the purpose of

allocating the traffic to its proper place for inclusion in the final study which is made available to the public. All essential details of each of the waybills are readily available to the Board for use in whatsoever manner may be required in the course of the Board's duties.

Trackage maintenance subsidy (Sec. 468 Railway Act):

Freight rate reductions on certain traffic moving between eastern and western Canada over the railway lines in the Lake Superior district are under constant study to assure that, as far as possible, the benefits of the maximum of $7 million provided annually are accorded to the traffic so moved. As the subsidy is based upon the cost of maintaining the trackage with the maximum indicated above, the changes which occur in the nature of the traffic, the length of haul, and the level of rates tends to complicate the implementation of the statutory assistance. The subsidy paid during the fiscal year ended March 31, 1957 averaged $3.83 per ton on the freight moved which is subject to the rate reduction or about a 7.3% reduction in charges thereon. Maintenance costs for the trackage involved have exceeded the maximum sum payable since the subsidy was first instituted in 1952. Adjustments have been made in the level of the rate reductions designed to equitably distribute the subsidy amongst the various goods entitled thereto.

Pipe line rates:

Although pipe line tariffs are not presently required to be officially filed with the Board, the department assisted the Board in dealing with the first complaint concerning pipe line rates on crude oil.

Agreed charges:

While agreed charges are now simply filed with the Board under the revisions made to the Transport Act, the Act required the formulation of regulations respecting such filing and other details respecting the rights of participation therein by the public and certain railways. In 1956 the new agreements filed totalled 79 compared with 1957 of 150. In 1956 supplements to agreements filed totalled 244 whereas in 1957 the total was 397.

General work:

While no record is kept of the number of complaints and other matters dealt with by the department, the number of communications emanating from the department totalled 3,597 compared with 3,412 in the previous year. Conferences and hearings were attended as required and all demands upon the branch were met for information of all kinds involving its responsibilities. The staff of the department has loyally laboured to produce accurate information upon all phases of the work entrusted to the branch.

APPENDICES

APPENDIX "A"—ECONOMICS AND ACCOUNTING

TABLE I—WAYBILL ANALYSIS

Percent of Sample Ton Miles

Type of Traffic	1951	1952	1953	1954	1955	1956
	%	%	%	%	%	%
Class Rated	8.4	6.7	5.4	4.3	4.3	3.4
Commodity Non-Competitive	49.1	41.8	34.6	43.4	43.5	35.8
Statutory	27.1	40.6	47.0	30.1	25.6	33.8
Competitive	8.7	5.8	7.0	12.5	15.8	17.2
Agreed Charge	1.0	1.3	1.8	3.2	4.9	5.1
Multiple Rates	4.4	3.2	2.4	3.9	3.1	2.1
Mixed Shipments	1.3	.6	1.8	2.6	2.8	2.6
Total	100.0	100.0	100.0	100.0	100.0	100.0

TABLE II—WAYBILL ANALYSIS

Percent of Sample Revenue

Type of Traffic	1951	1952	1953	1954	1955	1956
	%	%	%	%	%	%
Class Rated	21.0	19.0	14.5	10.8	10.2	9.3
Commodity Non-Competitive	50.8	49.4	45.1	49.4	45.0	41.3
Statutory	11.1	15.4	17.1	10.4	8.9	11.5
Competitive	9.7	9.1	12.8	15.8	19.3	21.0
Agreed Charge	2.5	3.4	4.4	5.9	9.4	10.0
Multiple Rates	2.8	2.1	1.7	2.0	1.7	1.2
Mixed Shipments	2.1	1.6	4.4	5.7	5.5	5.7
Total	100.0	100.0	100.0	100.0	100.0	100.0

TABLE III—WAYBILL ANALYSIS

Average Revenue per Freight Ton Mile

Type of Traffic	1951	1952	1953	1954	1955	1956
	cts.	cts.	cts.	cts.	cts.	cts.
Class Rated	3.25	3.64	3.77	3.89	3.65	3.89
Commodity Non-Compteitive	1.34	1.51	1.81	1.75	1.58	1.66
Statutory	0.53	0.49	0.51	0.53	0.53	0.49
Competitive	1.45	2.01	2.52	1.94	1.87	1.77
Agreed Charge	3.38	3.51	3.40	2.87	2.93	2.85
Multiple Rates	0.81	0.86	0.97	0.78	0.80	0.84
Mixed Shipments	2.05	3.23	3.25	3.34	2.98	3.22
Total	1.29	1.28	1.39	1.54	1.52	1.45

TABLE IV—OPERATING RESULTS—CLASS I RAILWAYS

Period 9 Months	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
1956	911,573,337	845,349,508	66,223,829	51,127,468	2,069,682
1957	901,435,957	867,013,103	34,422,854	45,378,147	2,154,392

TABLE V—OPERATING RESULTS—CLASS II RAILWAYS (1)

Period 9 Months	Total Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
1956	112,012,467	98,988,739	13,023,728	7,789,739	160,054
1957	114,314,411	102,856,243	11,458,168	7,812,517	138,107

(1) Reporting to the Board of Transport Commissioners

TABLE VI—STATISTICS OF TELEPHONE COMPANIES(1)

Period 9 Months	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Telephones Operated (2)
	$	$	$	No.
1956	229,969,425	194,083,898	35,885,527	3,105,542
1957	255,463,613	217,777,894	37,685,719	3,339,028

(1) Includes The Bell Telephone Co., British Columbia Telephone Co., and Bonaventure and Gaspe Telephone Co.

(2) Not reported by Bonaventure and Gaspe Telephone Co.

TABLE VII—STATISTICS OF PIPE LINE COMPANIES (1)

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Bbl. Miles of Oil Transported
	$	$	$	Millions
Year—1956	55,697,004	34,006,080	21,690,924	99,290
1956 9 Months	39,434,746	(2)	(2)	67,904
1957 9 Months	49,488,255	(2)	(2)	75,616

(1) Includes The Interprovincial Pipe Line Co., The Trans Mountain Oil Pipe Line Co., The Trans-Northern Pipe Line Co., The Montreal Pipe Line Co., and The Westspur Pipe Line Co.

(2) Operating Expenses are not reported monthly.

TABLE VIII—STATISTICS OF WATER CARRIERS—MACKENZIE WATERWAYS (1)

Navigation Season	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Freight Carried
	$	$	$	(Tons)
1955	4,650,458	4,091,416	559,042	164,871
1956	5,133,952	4,827,814	306,138	242,923

(1) Includes water transport operations of the Hudson's Bay Co., The McInnes Products Corporation, The Northern Transportation Co., and The Yellowknife Transportation Co. Operations of the McInnes Products Corporation which are on a basis of fiscal year beginning May 1st annually have been included in the calendar year indicated.

TABLE IX—STATISTICS OF INTERNATIONAL BRIDGES AND TUNNELS (1)

Year	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Vehicles	Pedestrians	Passengers Other Than Vehicle Drivers
	$	$	$	No.	No.	No.
1955.....	8,381,957	4,815,052	3,566,905	16,295,082	964,940	28,922,362
1956.....	8,435,997	5,311,150	3,124,847	16,979,352	1,083,436	25,153,720

(1) Includes reports of the following companies:
Buffalo and Fort Erie Public Bridge Authority
Cornwall International Bridge
Detroit and Canada Tunnel Corporation
Detroit International Bridge and Canadian Transit Co.
Lewiston-Queenston Bridge, Inc.
Niagara Lower Arch Bridge Co., Ltd.
Niagara Falls Bridge Commission
State Bridge Commission of Michigan (May 31 annually)
Thousand Islands Bridge Authority (February 28 annually)
International Bridge and Terminal Co.

APPENDIX "B"—ENGINEERING

EXPENDITURE FOR PROTECTION AT HIGHWAY CROSSINGS
1909 TO DECEMBER 31, 1957

Province	Railway Grade Crossing Fund	Percentage of Total	Province and/or Municipality	Percentage of Total	Railway	Percentage of Total	Total
	$ cts.		$ cts.		$ cts.		$ cts.
British Columbia	1,277,050 13	43.18	1,098,172 09	37.13	582,099 36	19.69	2,957,321 58
Alberta	1,655,763 50	39.17	1,883,995 98	44.57	687,100 88	16.26	4,226,860 36
Saskatchewan	911,206 61	39.67	1,004,510 22	43.74	381,113 40	16.59	2,296,830 23
Manitoba	559,318 63	43.81	304,843 17	23.88	412,543 27	32.31	1,276,705 07
Ontario	9,551,142 19	25.06	13,233,166 66	34.72	15,325,825 63	40.22	38,110,134 48
Quebec	4,287,155 70	41.87	4,409,327 10	43.06	1,543,783 29	15.07	10,240,266 09
New Brunswick	649,721 97	33.02	686,844 88	34.91	630,864 47	32.07	1,967,431 32
Nova Scotia	890,352 87	44.37	741,314 72	36.94	375,162 07	18.69	2,006,829 66
P.E. Island	32,398 63	56.19	18,106 60	31.41	7,149 82	12.40	57,655 05
Newfoundland	.....	.....	.....	.....	.....	.....	.....
Totals	19,814,110 23	31.38	23,380,281 42	37.03	19,945,642 19	31.59	63,140,033.84

STATEMENT SHOWING TOTAL AMOUNT PAID FOR WORK DONE IN THE DIFFERENT PROVINCES, OUT OF THE RAILWAY GRADE CROSSING FUND AND SPECIAL VOTES —PERCENTAGE OF TOTAL EXPENDITURE IN EACH PROVINCE, AND PERCENTAGE OF POPULATION OF CANADA IN EACH PROVINCE, FROM 1909 TO DECEMBER 31, 1957.

Province	Total Expenditure from the different Votes	Percentage of Total amount of Expenditure	Population of Province	Percentage of Population of Canada
	$ cts.			
British Columbia	1,277,050 13	6.45	1,398,000	8.69
Alberta	1,655,763 50	8.36	1,123,000	6.98
Saskatchewan	911,206 61	4.60	881,000	5.47
Manitoba	559,318 63	2.82	850,000	5.46
Ontario	9,551,142 19	48.20	5,405,000	33.66
Quebec	4,287,155 70	21.64	4,628,000	28.82
New Brunswick	649,721 97	3.28	555,000	3.44
Nova Scotia	890,352 87	4.49	695,000	4.31
P.E. Island	32,398 63	.16	99,000	.60
Newfoundland	.....	.....	415,000	2.57
Totals	19,814,110 23	100.00	16,049,000	100.00

DISTRIBUTION OF CONTRIBUTIONS BY PROVINCES

British Columbia	$ 1,104,219 00
Alberta	536,103 00
Saskatchewan	186,799 20
Manitoba	14,700 00
Ontario	3,652,494 52
Quebec	996,273 51
New Brunswick	129,372 00
Nova Scotia	450,390 00
Prince Edward Island	255 00
Newfoundland	6,480 00
Total	$ 7,077,086 23

ENGINEERING DEPARTMENT
Board of Transport Commissioners for Canada,
OTTAWA, February 7th, 1958.

GRADE SEPARATIONS APPROVED IN 1957

Grade separations were approved during the year at the following points, and contributions were made towards the cost of construction out of the Railway Grade Crossing Fund.

Grade Separations	Contributions From the Railway Grade Crossing Fund	
Construction of overhead bridge at Kicking Horse River, in Yoho National Park, Mileage 1.64 Mountain Subd., of C.P.R., B.C.	60%	$ 76,800 00
Reconstruction of subway at Koksilah, one mile south of Duncan Mileage 4.2 Tidewater Subd., of C.N.R., B.C.	30%	36,600 00
Construction of subway at Oshawa Suburban Road No. 2 ½ mile east of Myrtle, Mileage 61.03 Peterboro Subd., of C.P.R., Ont.	60%	94,000 00
Construction of subway at Wellington St. in the City of Sault Ste. Marie, Algoma Central & Hudson Bay Rly., Ont.		300,000 00
Construction of overhead bridge at Highway No. 3, Mileage 96.7 Cranbrook Subd. of C.P.R., B.C.	60%	171,611 00
Construction of subway Highway No. 2 in the Mun. of Ste. Foy, Mileage 7.70 Bridge Subd. of C.N.R., Que.	60%	139,890 00
Reconstruction of subway at St. Jean Street in the Village of Charny, Mileage 103.2 Armagh Subd., of C.N.R. Que.	30%	49,950 00
Reconstruction of overhead bridge at Point Ellice bridge in the City of Victoria, of C.N.R., B.C.	30%	108,218 00
Reconstruction of overhead bridge at 9th Street, Lethbridge, of C.P.R., Alta.	30%	67,980 00
Reconstruction of overhead bridge, one mile east of St. Thomas, Highway No. 3 Mileage 125.0, Main Line Subd., of N.Y.C., Ont.	30%	125,295 00
Construction of overhead bridge at 34th Ave. Edmunston, of C.N.R., N.B.	60%	57,600 00
Construction of overhead bridge at Mileage 132.83 Laggan Subd., of C.P.R., B.C.	60%	110,000 00
Construction of overhead bridge at Mileage 130.3 Laggan Subd., of C.P.R., B.C.	60%	132,500 00
Construction of overhead bridge at Plank Road and Indian Road in the City of Sarnia, of C.N.R., Ont.	60%	276,000 00
Construction of overhead bridge and Highway No. 7, Lot 16, Con. 6, Twp. of Ops, Mileage 15.67 Bobcaygeon Subd., of C.P.R., Ont.	60%	138,000 00
Construction of overhead bridge in Lot 21, Con. 3, Twp of Ops, Mileage 1.90 Midland Subd., of C.N.R., Ont.	60%	273,400 00
Construction of overhead bridge at D'Arcy Street in the Town of Cobourg, Mileage 31.8 Oshawa Subd., of C.N.R. and C.P.R., Ont.	60%	240,000 00
Highway diversion at Grand Narrows Road between Big Beach and Shenacadie, Mileages 63.55 to 66.26 Sydney Subd., of C.N.R., N.S.	60%	102,000 00
Construction of overhead bridge at Eastern Ave. in the City of Toronto, Mileage 1.78 Bala Subd., of C.P.R., C.N.R. and Toronto Terminal Railway, Ont.		300,000 00
Construction of overhead bridge in Lot 3, Con. 1, Twp of East Oxford, Mileage 43.07 Dundas Subd., of C.N.R., Ont.		300,000 00
Construction of overhead bridge near Revelstoke Mileage 12.49 Shuswap Subd., of C.P.R., B.C.	60%	203,400 00
Reconstruction of overhead bridge in Lots 17 & 18, Con. 4, Twp of Ops, Mileage 1.82 Lexbridge Subd., of C.N.R., Ont.	30%	75,600 00

Grade Separations		Contributions From the Railway Grade Crossing Fund
Reconstruction of subway in Mun. District of Sturgeon River No. 90, Mileage 6.4 Edmonton Subd., of N.A.R., Alta..	30%	2,416 00
Reconstruction of subway in Mun. District of Sturgeon River No. 90 at Mileage 11.2 Edmonton Subd., of N.A.R., Alta	30%	7,513 00
Construction of subway at St. Joseph Blvd. in the City of Drummondville, Mileage 98.5 Drummondville Subd., of C.N.R., Que		300,000 00
Reconstruction of overhead bridge at Highbury Ave. in the City of London, Mileage 112.1 Galt Subd., of C.P.R., Ont	30%	96,210 00
Construction of overhead bridge at Kenyst Road, at Fairview, Halifax, of C.N.R., N.S		300,000 00
Construction of overhead bridge at Metabitchouan Road, Parish of St. Louis de Chambord, Mileage 60.56 Jonquiere Subd., of C.N.R., Que	60%	80,400 00
Construction of subway at 97th Street in the City of Edmonton, Mileage 2.15 Calder Yard Line Subd., of C.N.R., Alta	60%	293,215 00
Construction of overhead bridge at 14th Ave. in the City of Lachine, of C.N.R., Que	60%	75,903 00
Reconstruction of overhead bridge near Savona, Mileage 26.14 Ashcroft Subd., of C.N.R., B.C	30%	21,600 00
Reconstruction of overhead bridge near Winfield Station, Mileage 57.4 Hoadley Subd., of C.P.R., Alta	30%	600 00
Reconstruction of subway at Broad Street in the City of Regina, of C.P.R., Sask	30%	110,400 00
Reconstruction of overhead bridge at Ellison, Mileage 112.255 Okanagan Subd., of C.N.R., B.C	30%	80,100 00
Reconstruction of overhead bridge at Castlegar, Mileage 25.59 Boundary Subd., of C.P.R., B.C	30%	29,400 00
Construction of overhead bridge and subway at Bayview Ave. at Milages 104.4 Oshawa Subd. and 0.62 North Toronto Subd., of C.P.R., Ont	60%	135,030 00 300,000 00
Reconstruction and improvement to overhead bridge in Lot 20, Con. 4 Twp of Saltfleet, mileage 31.59, Welland Subd. of T.H. & B., Ontario	30%	40,200 00
TOTAL		$ 5,551,831 00

STATEMENT SHOWING PROJECTS OF GRADE SEPARATIONS APPROVED BUT COST RESERVED AND NO CONTRIBUTION WAS MADE FROM THE RAILWAY GRADE CROSSING FUND.

Grade Separations
Overhead bridge at Highway No. 6, west side of Owen Sound Road, Twp. of Arthur, Mileage 29.26 Teeswater Subd., of C.N.R., Ont.
Pedestrian overhead at Riverdale Park, Toronto, Ont., of C.N.R. and C.P.R.
Overhead bridge at Highway No. 11, Ste. Agathe, P.Q., of C.P.R.
Pedestrian overhead at Lakeshore Expressway & Blvd, west of Sunnyside Station, Toronto, Ont., of C.N.R.
Replace overhead at Sacknay Crossing, Mileage 81.47 Thompson Subd., B.C., of C.P.R.
Subway at Cremazie Blvd. Montreal, P.Q., of C.P.R.

The following grade separations were approved during the year and contributions towards the cost could not be made from the Railway Grade Crossing Fund, under the terms of Section 265 of the Railway Act:

Overhead bridge over the C.P.R. at Mileage 2.42 Princeton Subd., B.C.

Overhead bridge at Mileage 2.81 Princeton Subd., B.C.

Overhead bridge over the C.N.R. on Laird Blvd, Town of Mount Royal, P.Q.

Overhead bridge on Highway No. 401 over the C.N.R. in Lot 2, Con. 3, Twp of Esquesing, County of Halton, Ont.

Overhead bridge on Highway No. 17 over the C.P.R. at Mileage 1.93 Manitouwadge Subd., Ont.

Overhead bridge on Highway No. 17 over A.C. & H.B. Rly Mileage 20.87 Mechipicoten Subd., Ont.

Overhead bridge on Trans-Canada Highway over the C.P.R. at Mileage 114.3 Laggan Subd., Alta.

Overhead bridge for Iron Ore Co. of Canada across Q.N.S. & L. Rly at Mileage 357.5, Mun. of Schefferville, P.Q.

Subway near Nicomen River, Yale District, B.C. on the Trans-Canada Highway across C.P.R. at Mileage 84.71 Thompson Subd.

Overhead bridge on Highway No. 401 across the C.P.R. in Lot 9, Con. 4 West, Twp of Toronto, Ont., Mileage 1.51 Orangeville Subd.

Overhead bridge in Lot 2, Con. 28, Twp of Himsworth, Ont. on Highway 11 across C.P.R. Mileage 108.42 Huntsville Subd.

Overhead bridge on Highway No. 401 across the C.P.R. in Lot 24, Con. 1, Twp of Clarke, Ont., Mileage 54.45 Oshawa Subd.

Overhead bridge across Union, Heckson & Edison Avenues, St. Lambert, Que., C.N.R.

Subway on Mason Street, Montreal, P.Q., Mileage 3.56 Park Ave. Subd., C.P.R.

Overhead bridge on Highway No. 11 across C.N.R. in Lot 2, Con. 25, Twp of Himsworth, Ont.

Overhead bridge on Ste. Anne Street, Joliette, P.Q., C.N.R.

Overhead bridge on Namur Street, Montreal, P.Q., Mileage 3.35 Mount Royal Subd., C.N.R.

Overhead bridge on Trans-Canada Highway over the C.P.R. & C.N.R. at Fredericton, N.B.

Overhead bridge on Trans-Canada Highway over the C.N.R. in the Parish of Salisbury, Westmorland County, N.B. Mileage 19.57 Sussex Subd.

Overhead bridge over the C.N.R. on the Don Valley Parkway in the Town of East York, City of Toronto, Ont. Mileage 3.6 Bala Subd.

Overhead bridge on Highway No. 17 across C.P.R. in Twp of Thessalon, District of

Algoma, Ont., Mileage 83.04 Thessalon Subd.

Overhead bridge on St. Andrews Road across the diversion of the Cornwall Subd. of the C.N.R. at Cornwall, Ont., Mileage 68.1 Cornwall Subd.

Subway on Henri-Bourassa Blvd. under the C.P.R., in the City of Montreal, P.Q.

Overhead bridge across C.N.R. on Henri IV Blvd. City of Ste. Foy, County of Quebec, P.Q., Mileage 8.80 Bridge Subd.

Subway on the Trans-Canada Highway over the C.P.R. in the N.W. $\frac{1}{4}$ of 26–24–2–5, Alta, Mileage 6.04 Laggan Subd.

Overhead bridges over the C.N.R. on the Don River Parkway between Woodbine Road Allowance & Don Mills Road, Mun. of Metro. Toronto, Ont. Mileage 6.6 Bala Subd..

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashing light signals and two bells in lieu of existing wig wags and bell	Forks Road, east of Dunnville, mileage 36.82 Dunnville Subdivision, Ontario	C.N.R.	60	732.00
Two flashing light signals and one bell	Airport Road in the Town of Seven Islands, mileage 3.34 Wacouna Subdivision, Quebec	Q.N.S. & L. Rly	60	6,300.00
Two flashing light signals and one bell	Highway No. 9B, first crossing west of the station at Cantic, mileage 9.8 Alexandria Subdivision, Quebec	C.N.R.	60	3,672.00
Two flashing light signals and one bell	Highway No. 9B and southwest leg of wye between Rouses Point Subdivision and Alexandria Subdivision at Cantic, mileage 42.20 Rouses Point Subdivision, Quebec	C.N.R.	60	3,396.00
Two flashing light signals and one bell	Highway No. 9B northeast leg of wye track at Cantic, mileage 42.0 Rouses Point Subdivision, Quebec	C.N.R.	60	4,140.00
Two flashing light signals and one bell	First crossing north of the station at Cantic, mileage 42.04 Rouses Point Subdivision, Quebec	C.N.R.	60	4,488.00
Two flashing light signals and one bell	Highway No. 3 west of Prince Albert, mileage 2.9 Blaine Lake Subdivision, Saskatchewan	C.N.R.	60	5,520.00
Two flashing light signals and one bell in lieu of wig wag and part-time watchman	Lancaster Street in the City of Kitchener, mileage 63.08 Brampton Subdivision, Ontario	C.N.R.	60	5,022.00
Two flashing light signals and one bell	Cascapedia Road in the County of Bonaventure, mileage 60.58 Cascapedia Subdivision, Quebec	C.N.R.	60	4,380.00
Two flashing light signals and one bell	Highways 10 and 15 near Melville, mileage 1.1 Touchwood Subdivision, Saskatchewan	C.N.R.	60	6,570.00
Two flashing light signals and one bell	Highway No. 45 east of Bruderheim Station, mileage 99.0 Vegreville Subdivision, Alberta	C.N.R.	60	7,320.00
Two flashing light signals and one bell	Highway No. 21 north of Rockland Station, mileage 48.11 Gibson Subdivision, New Brunswick	C.P.R.	60	4,431.00
Two flashing light signals and two short arm gates and one bell in lieu of manually operated gates.	Haig Avenue in the City of Montreal, Quebec	C.N.R.	60	10,260.00
Two flashing light signals and one bell	Highway No. 24, south of Burtt's Corner Station, mileage 43.76 Gibson Subdivision, New Brunswick	C.P.R.	60	4,431.00
Two flashing light signals and one bell	Highway No. 24, near Keswich Station, mileage 41.55 Gibson Subdivision, New Brunswick	C.P.R.	60	4,431.00
Improve grade and install two flashing light signals, two short arm gates and bell in lieu of existing protection	Cawthra Road, Township of Toronto, Ontario	C.N.R.	60	6,400.00 19,650.00
Two flashing light signals and one bell	Highway No. 2 in the Municipality of St. Honore de Temiscouata, mileage 23.7 Temiscouata Subdivision, Quebec	C.N.R.	60	4,920.00
Two flashing light signals and two short arm gates and bell in lieu of existing protection	St. Charles Road at Beaconsfield, C.P.R. mileage 10.20 Winchester Subdivision, Quebec	C.N.R. C.P.R.	60	10,800.00 19,662.00
Two flashing light signals, two short arm gates and bell in lieu of existing protection	Lawrence Avenue, near Weston Station, Municipality of Metro. Toronto, mileage 8.44 Brampton Subdivision, C.N.R., Ontario	C.N.R. C.P.R.	60 60	7,104.00 10,530.00

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashing light signals and one bell	Heron Road in the City of Ottawa, mileage 1.0 Sussex Subdivision, Ontario	C.P.R.	60	7,920.00
Two flashing light signals, two short arm gates and bell in lieu of existing protection	Jane Street in the Municipality of Metro. Toronto, mileage 2.9 MacTier Subdivision, Ontario	C.N.R.	60	9,342.00
Two flashing light signals, two short arm gates and bell in lieu of existing protection	Denison Avenue in the Town of Weston, mileage 3.17 MacTier Subdivision, Ontario	C.P.R.	60	25,260.00
Two flashing light signals, two short arm gates and one bell in lieu of existing protection	Eglington Avenue in the Municipality of Metro. Toronto, mileage 2.03 MacTier Subdivision, Ontario	C.N.R.	60	9,522.00
Two flashing light signals, two short arm gates and one bell	Highway No. 17 east of Kaministiquia Station, mileage 23.33 Kaministiquia Subdivision, Ontario	C.P.R.	60	22,450.00
Two flashing light signals and one bell	Riverside Drive in the City of Ottawa, mileage 5.6 Beachburg Subdivision, Ontario	C.N.R.	60	7,740.00
Two flashing light signals, two short arm gates, and one bell	Boundary Road, mileage 152.7 Third Cascade Division, British Columbia	C.P.R.	60	21,930.00
Two flashing light signals and one bell	Highway No. 55 east of Akenside Station, mileage 160.06 Willingdon Subdivision, Alberta	C.P.R.	60	11,250.00
Two flashing light signals and bell	McGillivray Boulevard, Fort Garry, Mun. mileage 0.9 Letellier Subdivision, Manitoba	G.N.R.	60	6,870.00
Two flashing light signals and bell	Begin Street, Hull, P.Q., mileage 0.90 Waltham Subdivision	C.N.R.	60	10,388.00
Two flashing light signals and bell	St. Florent Street, Hull, P.Q., mileage 89.11 M. & O Subdivision	C.P.R.	60	5,640 00
Two flashing light signals and bell	Highway No. 1 near Moose Jaw, Saskatchewan, mileage 47.5 Central Butte Subdivision	C.P.R.	60	7,800.00
Two flashing light signals and bell	Coallier Street, Hull, P.Q., mileage 0.82 Waltham Sundivision	C.P.R.	60	4,287.00
Two flashing light signals and bell	St. Henri Street, Hull, P.Q., mileage 89.16 M. & O. Subdivision	C.P.R.	60	4,728.00
Two flashing light signals, two short arm gates and one bell in lieu of present manually operated gates	Essa Road in the Town of Barrie, mileage 0.1 Meaford Subdivision, Ontario	C.N.R.	60	5,400.00
Two flashing light signals and one bell	Merivale Road at mileage 7.20 Beachburg Subdivision, Ontario	C.P.R.	60	4,374.00
Install two flashing light signals and one bell	Kennedy Road, east of Brampton, mileage 20.17 Brampton Subdivision, Ontario	C.P.R.	60	5,574.00
Two flashing light signals and one bell	Highway No. 3C, west of Fort Erie, mileage 3.71 Dunnville Subdivision, Ontario	C.N.R.	60	9,720.00
Two flashing light signals and one bell	Highway No. 1 near Hubalta, mileage 123.06 Three Hills Subdivision Alberta	C.N.R.	60	3,732.00
Two flashing light signals and one bell	Highway south of Torrance, mileage 110.58 Bala Subdivision, Ontario.	C.N.R.	60	4,800.00
Two flashing light signals and one bell	Trans-Canada Highway near Moose Jaw, mileage 4.76 Outlook Subdivision, Saskatchewan	C.N.R.	60	3,312.00
Two flashing light signals and one bell	First crossing west of the station at Field, mileage 93.75 Alderdale Subdivision, Ontario	C.N.R.	60	5,580.00
Two flashing light signals and bell	First crossing south of station at Chatsworth, Ontario, mileage 60.25 Owen Sound Subdivision	C.N.R.	60	3,600.00
Improve sight lines	Rural Municipality of Happyland No. 231, mileage 93.2 Empress Subdivision, Saskatchewan	C.P.R.	60	4,620.00
		C.P.R.	60	3,720.00
		C.P.R.	60	5,730.00
		C.P.R.	60	1,140.00

Two flashing light signals and one bell	Highway No. 93 near Craighurst, mileage 73.91 MacTier Subdivision	C.P.R.	60	5,307.00
Two flashing lights and one bell	Highway No. 18 near Westlock, Alberta, mileage 51.7 Edmonton Subdivision	N.A.R.	60	5,880.00
Two flashing light signals and one bell	Highway No. 66, northern boundary of Swastika Townsite, mileage 0.3 Kirkland Lake Subdivision, Ontario	Nipissing Central Rly	60	4,599.83
Two flashing light signals and one bell	Highway No. 2 at Babbitt at mileage 50.18 Centerville Subdivision, New Brunswick	C.N.R.	60	4,560.00
Two flashing light signals and bell with additional lights	Melancon Boulevard, St. Jerome, mileage 13.80 Ste. Agathe Subdivision, Quebec	C.P.R.	60	4,989.00
Two flashing light signals and bell	Crossing in Township of March, mileage 19.5 Beachburg Subdivision, Ontario	C.N.R.	60	3,540.00
Two flashing lights and bell with special circuits	Highway No. 61, mileage 43.99 Amos Subdivision, Quebec	C.N.R.	60	4,320.00
Two flashing lights and bell	Highway No. 13, near Bittern Lake, mileage 80.6 Wetaskiwin Subdivision, Alberta	C.P.R.	60	5,490.00
Two flashing light signals and one bell	Highway No. 11 west of the station at Jellicoe, mileage 0.50 Dorion Subdivision, Ontario	C.N.R.	60	4,080.00
Two flashing light signals and one bell, two short arm gates, with one-way signals	Harris Road at Pitt Meadows, mileage 107.35 Cascade Subdivision, British Columbia	C.P.R.	60	9,480.00
Two flashing light signals and one bell	Highway No. 24 in the southeast ¼ of Sec. 9 Twp. 22 Rge. 26 W4M, mileage 147.77 Brooks Subdivision, Alberta	C.P.R.	60	7,110.00
Two flashing light signals and one bell	Highway No. 22 at mileage 10.78 MacLeod Subdivision, Alberta	C.P.R.	60	4,800.00
Two flashing light signals and one bell with extra one-way lights	Highway No. 27, northeast ¼ of Sec. 32 Twp. 32 Rge. 1 W5M, mileage 56.72 Red Deer Subdivision, Alberta	C.P.R.	60	6,600.00
Two flashing light signals and one bell	Highway No. 9 at mileage 20.4 Langdon Subdivision, Alberta	C.P.R.	60	5,460.00
Four flashing light signals and two bells	Regent Street in the City of Fredericton, mileage 21.90 Fredericton Subdivision, New Brunswick	C.P.R.	60	11,400.00
Two flashing light signals and one bell	Tweedsmuir Road, Township of Teck, mileage 5.42 Kirkland Lake Subdivision, Ontario	Ont, Northland Transp. Comm.	60	4,870.69
Two flashing light signals and one bell in lieu of wig-wag.	Garrison Road (Highway No. 3) west of Fort Erie, mileage 2.1 Dunnville Subdivision, Ontario	C.N.R.	60	2,196.00
Two flashing light signals and one bell	Provincial Highway No. 9 at mileage 86.95 Arcola Subdivision, Saskatchewan	C.P.R.	60	5,370.00
Two flashing light signals and one bell	One mile west of Wapske, N.B. at mileage 47.21 Grand Falls Subdivision	C.N.R.	60	4,080.00
Two flashing light signals and one bell	Between NE¼ of Sec. 31 and NW¼ of Sec. 32 Twp 52 Rge 1 W5M at mileage 29.07 Wabamun Subdivision, Alberta	C.N.R.	60	6,180 00
Two flashing light signals, two short arm gates and bell in lieu of manually operated gates	St. Charles Street in the Town of Dorion, mileage 24.54 Cornwall Subdivision, Quebec	C.N.R.	60	14,640 00
Two flashing light signals and one bell	Highway No. 31, Seba Beach, mileage 55.84 Wabamun Subdivision, Alberta	C.N.R.	60	5,760 00
Two flashing light signals and one bell	Highway No. 34 between NW¼ of Sec. 12 and SW ¼of Sec. 13 Twp. 72 Rge. 6 W6M mileage 45.21 Grande Prairie Subdivision, Alberta	N.A.R.	60	6,060 00
Two flashing light signals and one bell in lieu of present bell and danger sign	Crossing 2 miles east of Embro, mileage 7.47 St. Mary's Subdivision, Ontario	C.P.R.	60	4,263 00
Two flashing light signals and one bell on Main St. two flashing light signals and bell at Bronson Road	Main Street and Bronson Road, Parish of Chipman, Queens County, New Brunswick	C.P.R.	60	7,290 00

Protection	Location	Railway	Percent	Contribution
				$ cts.
Improve sight lines	East of the station at Hammond, Township of Clarence, mileage 64.45 M. & O. Subdivision, Ontario	C.P.R.	60	360 00
Two flashing light signals and one bell	Highway No. 4 near Lethbridge, mileage 99.1 Sterling Subdivision, Alberta	C.P.R.	60	4,500 00
Two flashing light signals and one bell	Highway No. 3 near Simcoe, mileage 8.3 Simcoe Subdivision, Ontario	C.N.R.	60	3,228 00
Two flashing light signals, two short arm gates and one bell	Highway No. 4 east of Swift Current Station, mileage 109.09 Swift Current Subdivision, Saskatchewan	C.P.R.	60	10,680 00
Two flashing light signals and one bell	Highway near Nigadoo, mileage 52.61 Bathurst Subdivision, New Brunswick	C.N.R.	60	4,440 00
Two flashing light signals and one bell	Highway near Beresford, mileage 50.42 Bathurst Subdivision, New Brunswick	C.N.R.	60	5,220 00
Two flashing light signals and one bell	Highway No. 51 in Parish of St-Joseph-de-la-Rivière Bleue, mileage 44.16 Glendyne Subdivision, Quebec	C.N.R.	60	4,560 00
Two flashing light signals and one bell	Highway No. 6 at West End of Village of Oak Bay Mills, mileage 15.95 Cascapedia Subdivision, Quebec	C.N.R.	60	4,980 00
Two flashing light signals and one bell	Highway No 24. near Hartland, mileage 63.0 Shagomoc Subdivision, New Brunswick	C.P.R.	60	4,449 00
Two flashing light signals and one bell	Highway No. 9 at mileage 18.88 Drumheller Subdivision, Alberta	C.N.R.	60	4,740 00
Two short arm gates and two flashing lights on C.N.R., two flashing light signals and one bell on C.P.R.	Highway No. 2 Con. A & B Township of Hamilton, mileages 261.9 Oshawa Subdivision, C.N.R. 30.4 Oshawa Subdivision C.P.R., Ontario	C.N.R. C.P.R.	60	9,708 00 6,000 00
Widen approach grades and two flashing light signals and bell	At mileage 45.30 Aldersyde Subdivision, Alberta	C.P.R.	60	6,960 00
Two flashing light signals, two short arm gates and one bell	Highway No. 9 west of Drumheller, mileage 52.78 Drumheller Subdivision, Alberta	C.N.R.	60	11,640 00
Two flashing lights signals and one bell	Highway No. 2 at mileage 112.21 Hoadley Subdivision, Alberta	C.P.R.	60	4,050 00
Two flashing lights, two short arm gates and bell in lieu of watchman	24th Street, Saskatoon, mileage 3.7 Saskatoon Terminals Subdivision, Saskatchewan	C.N.R.	60	11,100 00
Improvement to view	First public crossing west of the station at Nairn mileage 32.86 Webbwood Subdivision, Ontario	C.P.R	60	1,200 00
Improve grades of approach	West of Price Road, Township of Maidstone, mileage 98.1 Windsor Subdivision, Ontario	C.P.R.	60	420 00
Two flashing light signals and one bell	County Road No. 35, Con. 7 & 8, Township of Westminster, Ontario	London and Port Stanley	60	7,104 00
Changes to circuits	Logan Avenue in the City of Toronto, mileage 331.3 Oshawa Subdivision, Ontario	C.N.R.	60	768 00

Two flashing light signals and one bell	Conquerall Mills, mileage 82.36 Chester Subdivision, Nova Scotia	C.N.R.	60	5,220 00
Two flashing light signals, two short arm gates and one bell	Highway No. 17 at Dinormie, mileage 44.5 Ignace Subdivision, Ontario	C.P.R.	60	13,200 00
Two flashing light signals and one bell	Highway No. 3 at Pleasant Lake mileage 129.7 Yarmouth Subdivision, Nova Scotia	C.N.R.	60	5,160 00
Two flashing light signals and one bell	Highway No. 24 at Simcoe, mileage 6.60 Simcoe Subdivision, Ontario	C.N.R.	60	3,870 00
Two flashing light signals and one bell	Highway No. 9 east of Norfolk Station, mileage 116.75 Drumheller Subdivision, Alberta	C.N.R.	60	5,280 00
Two flashing light signals and one bell in lieu of wig wag	St. Patrick Street, east of Magog, mileage 85.86 Sherbrooke Subdivision, Quebec	C.P.R.	60	3,591 00
Two flashing light signals, two short arm gates and one bell	Highway No. 7 west of station at Agassiz, mileage 58.9 Cascade Subdivision, British Columbia	C.P.R.	60	12,300 00
Two flashing light signals and one bell with additional light units	Fall River Road at Fall River, mileage 17.24 Bedford Subdivision, Nova Scotia	C.N.R.	60	4,560 00
Two flashing light signals and one bell	Highway No. 12 at Lytton, mileage 97.56 Ashcroft Subdivision, British Columbia	C.N.R.	60	7,500 00
Improvement to view	Road allowance between southeast ¼ of Sec. 18 and northeast ¼ of Sec. 7 Twp 45 Rge 18 W4M at mileage 13.7 Alliance Subdivision, Municipal District of Camrose No. 63, Alberta	C.N.R.	60	3,000 00
Two flashing light signals and one bell	Pomquet crossing on Pomquet-Monks Head Road, Antigonish County mileage 93.95, Hopewell Subdivision, Nova Scotia	C.N.R.	60	4,620 00
Two flashing light signals and one bell	Highway No. 19 at Delhanty, mileage 34.7 Inverness Subdivision, Nova Scotia	C.N.R.	60	4,500 00
Two flashing light signals and one bell	Banff-Lake Minnewanka Road near Banff, mileage 79.5 Laggan Subdivision, Alberta	C.P.R.	60	4,920 00
Two flashing light signals and one bell	Highway No. 21 near Oxford, mileage 4.08 Oxford Subdivision, Nova Scotia	C.N.R.	60	4,080 00
Two flashing light signals and one bell in lieu of wig wags and bell	Crossing at Pickard's Crossing near Marysville, mileage 107.14 Nashwack Subdivision, New Brunswick	C.N.R.	60	3,900 00
Two flashing light signals and one bell	Highway No. 6 Gaspe County, mileage 51.18 Chandler Subdivision, Quebec	C.N.R.	60	4,560 00
Two flashing light signals and one bell in lieu of wig wag and bell	Carling Avenue near Preston Street in the City of Ottawa, Ontario.	C.P.R.	60	978 00
Improve grades of approach	Between Lots 18 & 19 Con. 1 Twp of Cramahe, mileage 246.23 Oshawa Subdivision, Ontario	C.N.R.	60	2,100 00
Two flashing light signals and one bell in lieu of wig wags and bells	Broadway Street in the City of Yorkton, mileage 24.74 Yorkton Subdivision, Saskatchewan	C.N.R.	60	1,740 00
Two flashing light signals and one bell	Highway No. 97 (43rd Avenue) at Vernon, mileage 45.48 Okanagan Subdivision, British Columbia	C.P.R.	60	6,240 00
Two flashing light signals and one bell	Clarke Sideroad east of Oxford Street, Township of London, mileage 28.3 Thorndale Subdivision, Ontario	C.N.R.	60	2,784 00
Two flashing light signals and one bell	Highway No. 3 near Midway, mileage 0.51 Carmi Subdivision, British Columbia	C.P.R.	60	5,730 00
Changes to protection	First crossing east of station at Breslau, mileage 59.40 Brampton Subdivision, Ontario	C.N.R.	60	1,830 00

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashing light signals and one bell	Island Highway near Bowser, mileage 114.6 Victoria Subdivision, British Columbia	C.P.R. & Esquimalt & Nanaimo	60	4,620 00
Two flashing light signals and one bell	Highway No. 2 at Ste. Rose du Degele, mileage 60.66 Temiscouata Subdivision, Que	C.N.R.	60	4,980 00
Two flashing light signals and one bell	Island Highway near Craig, mileage 91.9 Victoria Subdivision, British Columbia	C.P.R. & Esquimalt & Nanaimo	60	4,590 00
Two flashing light signals and one bell with extra one-way lights	Highway No. 3 near Laghum, mileage 4.6 Boundary Subdivision, British Columbia	C.P.R.	60	5,100 00
Two flashing light signals and bell	Ladner Trunk Road, Delta, mileage 132.4 Second Subdivision, British Columbia	G.N.R.	60	4,104 00
Two flashing lights and bell	Leslie Street, Township of North York, mileage 11.86 Bala Subdivision, Ontario	C.N.R.	60	6,315 00
Two flashing lights and bell	Highway No. 1, Brickton, mileage 35.14 Kentville Subdivision, Nova Scotia	C.P.R.	60	3,840 00
Two flashing lights and bell	Highway No. 25 near Rivers, mileage 1.39 Miniota Subdivision, Manitoba	C.N.R.	60	6,900 00
Widen and improve approach grades and install two flashing lights, two short arm gates and bell	County Road No. 7, County of Lennox and Addington, mileage 190.08 Gananoque Subdivision, Ontario	C.N.R.	60	1,000 00 7,980 00
Two flashing lights and bell	Highway No. 3, west of Grand Forks, mileage 94.48 Boundary Subdivision, British Columbia	C.P.R.	60	5,124 00
Two flashing light signals and one bell	First Public crossing west of station at McLeod, mileage 18.71 Megantic Subdivision, Quebec	C.P.R.	60	3,960 00
Two flashing light signals and one bell	Crossing near Yale, mileage 26.59 Cascade Subdivision, British Columbia	C.P.R.	60	4,680 00
Additional one-way arm on flashers	33rd Street and Memorial Avenue, Saskatoon, Saskatchewan	C.N.R.	60	79.20
Four flashing light signals and two bells in lieu of existing protection (watchman)	Crossing at Waterville, mile 9.3 Kentville Subdivision, Nova Scotia, also at mileage 9.20 Kentville Subdivision	C.P.R.	60	8,910.00
Two flashing light signals and one bell	Tecumseh Road near Crawford Avenue, mileage 3.8 City of Windsor, Ontario	Essex Terminal Rly	60	4,638.00
Two flashing light signals and one bell	Highway No. 59, mileage 82.5 Val d'Or Subdivision, Quebec	C.N.R.	60	3,528.00
Two flashing light signals and one bell	St. Clement Street in the City of Montreal, mileage 8.83 Longue Pointe Subdivision, Quebec	C.N.R.	60	4,200.00
Two flashing light signals and one bell	Crossing east of Carseland, mileage 144.5 Brooks Subdivision, Alberta	C.P.R.	60	6,300.00
Two flashing light signals and one bell with special circuit	Kalum Street in the Village of Terrace, mileage 24.93 Skeena Subdivision, British Columbia	C.N.R.	60	8,820.00
Two flashing light signals, two short arm gates and one bell	County Road No. 32, at mileage 70.0 Dundas Subdivision, Ontario	C.N.R.	60	8,340.00

Two flashing light signals and one bell in lieu of wig wag and bell	Highway No. 3 in the Village of Crowsnest, mileage 100.0 Crowsnest Subdivision, Alberta	C.P.R.	60	3,075.00
Two flashing light signals and one bell	Highway No. 15 at Bells Corners, mileage 11.65 Beachburg Subdivision, Ontario	C.N.R.	60	4,740.00
Two flashing light signals and one bell	Highway No. 45 at mileage 0.94 Val d'Or Subdivision, Quebec	C.N.R.	60	3,766.00
Two flashing light signals and one bell	St. Alexis, mileage 18.1 Matapedia Subdivision, Quebec	C.N.R.	60	4,440.00
Raise grades and approaches and improve sight lines	Blue Church Road, County of Grenville, mileage 116.6 Cornwall Subdivision, Ontario	C.N.R.	60	1,020.00
Two flashing light signals and one bell	Highway No. 23 north of the Town of Beauceville East, mileage 12.4 Chaudiere Subdivision, Quebec	Q.C.R.	60	4,098.00
Two flashing light signals and one bell in lieu of present protection	First crossing west of station at Parham, mileage 42.8 Belleville Subdivision, Ontario	C.P.R.	60	2,190.00
Two flashing light signals and one bell	Gage Avenue North in the City of Hamilton, Belt Line Subdivision, Ontario	TH & B Rly	60	12,264.00
Two flashing light signals and one bell	Highway No. 1 at Tring Junction at mileage 89.27 Quebec Subdivision Quebec	QC Rly.	60	3,900.00
Two flashing light signals and one bell	Cheminis, Highway No. 59, mileage 33.5 Kirkland Lake Subdivision, Quebec	O.N.R.	60	4,200.00
Two flashing light signals and one bell	(Artfield Road) Highway No. 59, mileage 56.3 Kirkland Lake Subdivision, Quebec	O.N.R.	60	4,080.00
Two flashers and bell	Highway No. 2, NE¼ of Sec. 14, Twp. 31 Rge. 25, W3M, mileage 127.88 Touchwood Subdivision, Saskatchewan	C.N.R.	60	6,780.00
Raise approach grades	Prince Street in the Town of Souris, mileage 55.31 Souris Subdivision, Prince Edward Island	C.N.R.	60	255.00
Two flashing light signals and one bell with extra light units	Barnard Street in the City of Vernon, mileage 46.27 Okanagan Subdivision, British Columbia	C.P.R.	60	7,650.00
Two flashing light signals and one bell	Hauteurs Road, Parish of St. Jerome, mileage 15.7 Ste. Agathe Subdivision, Quebec	C.P.R.	60	3,720.00
Two flashers and bell with additional units	Schubert Avenue, Vernon, mileage 46.15 Okanagan Subdivision, British Columbia	C.P.R.	60	6,660.00
Two flashers and bell	Highway No. 7, County of Hastings, mileage 29.93 Maynooth Subdivision, Ontario	C.N.R.	60	3,156.00
Two flashing light signals and one bell	Highway No. 2 in the Municipality of St. Louis du Ha! Ha!, mileage 40.08 Temiscouata Subdivision, Quebec	C.N.R.	60	4,680.00
Two flashing light signals and one bell	Highway No. 2 in the Municipality of Wintworth, mileage 16.08 Temiscouata Subdivision, Quebec	C.N.R.	60	4,980.00
Two flashing light signals and one bell	Highway No. 2 in the Municipality of Wintworth, mileage 15.22 Temiscouata Subdivision, Quebec	C.N.R.	60	4,680.00
Two flashing light signals and one bell	Highway No. 2 at St. Antonin, mileage 3.23 Temiscouata Subdivision Quebec	C.N.R.	60	4,680.00
Two flashing light signals and one bell in lieu of wig wag	Highway No. 15 at Stittsville, mileage 14.27 Carleton Place Subdivision, Ontario	C.P.R.	60	3,120.00
Improve sight lines and approach grades	Crossing in the Township of Pickering at mileage 315.95 Oshawa Subdivision, Ontario	C.N.R.	60	1,800.00
Two flashing light signals and one bell	Highway No. 14 (Garlands Crossing), mileage 29.11 Halifax Subdivision, Nova Scotia	D.A.R.	60	3,900.00
Two flashing light signals and one bell	Highway No. 45, east of Authier Station, mileage 8.82 Macamic Subdivision, Quebec	C.N.R.	60	4,320.00
Two flashing light signals and one bell	Highway No. 38, St. François de Sales, mileage 10.05 Trois Rivieres Subdivision, Quebec	C.P.R.	60	5,940.00

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashing light signals and one bell in lieu of existing wig wag	Darlington Road at Renton, Mileage 68.68 Cayuga Subdivision, Ontario	C.N.R.	60	3,432.00
Two flashing light signals and one bell	Highway No. 48 north of Joliette, mileage 7.7 St. Gabriel Subdivision Quebec	C.P.R.	60	5,550.00
Two flashing light signals and one bell	10th Street East at Charlesbourg, mileage 2.68 Batiscan Subdivision, Quebec	C.N.R.	60	3,696.00
Two flashing light signals, two short arm gates and one bell in lieu of existing protection	Intersection of 9th Avenue and 11th Street SW in the City of Calgary, Alberta	C.P.R.	60	7,350.00
Two flashers, two short arm gates and bell	Ste. Anne Street, St. Clet, mileage 29.73 Winchester Subdivision, Quebec	C.P.R.	60	20,130.00
Two flashing light signals, two short arm gates and one bell	Highway No. 38 in the Village of Ste. Rose, mileage 16.81 Park Avenue Subdivision, Quebec	C.P.R.	60	20,310.00
Improve approaches to grade	Lots 10 and 11 Con. Gore in the Township of Puslinch, mileage 51.90 Galt Subdivision, Ontario	C.P.R.	60	390.00
Improve approach grades	Lots 25 and 26 Con. Gore in the Township of Puslinch, mileage 48.08 Galt Subdivision, Ontario	C.P.R.	60	900.00
Improve approach grades	Lot 37 Con. 9 Township of Puslinch, mileage 43.71 Galt Subdivision, Ontario	C.P.R.	60	900.00
Improve approach grades	Lots 30 and 31 Con. Gore in the Township of Puslinch, mileage 46.76 Galt Subdivision, Ontario	C.P.R.	60	300.00
Two flashing light signals and one bell	Westcock Crossing, near Sackville, mileage 87.79 Springhill Subdivision, New Brunswick	C.N.R.	60	4,200.00
Two flashing light signals and one bell with special circuits	St. Pierre Range Road West of Herouxville Station, mileage 37.01 Grand'Mere Subdivision, Quebec	C.N.R.	60	4,320.00
Two flashing light signals and one bell	Highway No. 15, Sec. 11 Twp. 28 Rge. 18W2M, mileage 78.25 Touchwood Subdivision, Saskatchewan	C.N.R.	60	7,560.00
Improve approach grades	Lots 20 and 21 Con. Gore, Township of Puslinch, mileage 49.25 Galt Subdivision, Ontario	C.P.R.	60	720.00
Two flashing light signals and one bell with special circuits	Highway No. 14 South of Marmora, mileage 27.13 Maynooth Subdivision, Ontario	C.N.R.	60	3,774.00
Two flashing light signals and one bell	Fontarabie Road, mileage 73.63 Grand'Mere Subdivision, Quebec	C.N.R.	60	3,468.00
Two flashing light signals and one bell	Highway No. 22 east of station at Lennoxville, mileage 42.11 Sherbrooke Subdivision, Quebec	C.N.R.	60	3,132. 0
Two flashing light signals and one bell	Kennedy Road in the Municipality of Metro. Toronto, mileage 5.2.82 Lexbridge Subdivision, Ontario	C.N.R.	60	3,144.00
Two flashing light signals and one bell	Crossing of Moulin des Mores Road, mileage 7.08 Batiscan Subdivision, Quebec	C.N.R.	60	3,180.00
Two flashing light signals and one bell with additional light units	County of Ontario Road No. 1 in the Village of Claremont, mileage 72.56 Peterborough Subdivision, Ontario	C.P.R.	60	6,420.00
Two flashing light signals and one bell	Highway No. 55 at mileage 41.92 Roberval Subdivision, Quebec	C.N.R.	60	3,090.00
Two flashing light signals and one bell	Rosaire Road at mileage 31.52 Armagh Subdivision, Quebec	C.N.R.	60	3,750.00

Two flashers, two gates and bell	125th Avenue and 121st Street, Edmonton, Alberta	C.N.R.	60	10,500.00
Two flashers and bell in lieu of wig wag	Highway No. 11, mile 49.25, Ste. Agathe Subdivision, Quebec	C.P.R.	60	3,360.00
Two flashing lights and bell	County Road No. 68, near Mosborough Station, mileage 52.95 Brampton Subdivision, Ontario	C.N.R.	60	2,820.00
Two flashers and bell	County Road No. 92, near Rockwood, mileage 40.56 Brampton Subdivision, Ontario	C.N.R.	60	4,470.00
Two flashers and bell	County Road No. 94, west of Guelph, mileage 50.45 Brampton Subdivision, Ontario	C.N.R.	60	4,998.00
Two flashing light signals and one bell	Weldon Street in the Town of Sackville, mileage 0.50 Tormentine Subdivision, New Brunswick	C.N.R.	60	4,740.00
Approve approach grade and two flashing light signals and one bell	Finch Avenue in the Municipality of Metro. Toronto, mileage 11.65 Newmarket Subdivision, Ontario	C.N.R.	60	995.00 5,676.00
Two flashing light signals, two short arm gates and one bell	Canal Road at Coteau-du-Lac, mileage 34.72 Cornwall Subdivision, Quebec	C.N.R.	60	10,476.00
Two flashing light signals and one bell	First crossing west of station at Crogdon, mileage 7.96 Granby Subdivision, Quebec	C.N.R.	60	3,900.00
Two flashing light signals, two short arm gates and one bell in lieu of present protection	9th Line Road, Township of Trafalgar, mileage 19.25 Oakville Subdivision, Ontario	C.N.R.	60	23,226.00
Two flashing light signals and one bell in lieu of present protection	Dorchester Road at Stamford, mileage 2.61 Welland Subdivision, Ontario	C.N.R.	60	3,234.00
Two flashing light signals, two short arm gates and one bell in lieu of present protection	Ogden Avenue, Township of Toronto, mileage 10.84 Oakville Subdivision, Ontario	C.N.R.	60	16,200.00
Two flashing light signals, two short arm gates and one bell in lieu of present protection	Alexander Avenue, Township of Toronto, mileage 11.03 Oakville Subdivision, Ontario	C.N.R.	60	17,652 00
Two flashing light signals, two short arm gates and one bell in lieu of present protection	5th Line Road west of Clarkson, mileage 16.62 Oakville Subdivision, Ontario	C.N.R.	60	23,712 00
Two flashing light signals and one bell	County Road No. 19 north of Frome, mileage 7.17 Chatham Subdivision, Ontario	C.N.R.	60	4,525 00
Two flashing light signals, two short arm gates and one bell in lieu of present protection	8th Line Road in the Town of Oakville, mileage 20.55 Oakville Subdivision, Ontario	C.N.R.	60	27,954 00
Flashing light signals and gates in lieu of manually controlled gates	Lindsay, Brock and Heriot Streets in the City of Drummondville, Quebec	C.N.R.	60	23,995 51
Two flashing light signals, two short arm gates and one bell in lieu of present protection	Shaw Drive, in the Village of Port Credit, mileage 12.02 Oakville Subdivision, Ontario	C.N.R.	60	22,800 00
Two flashing light signals, two short arm gates and one bell in lieu of existing protection	Dixie Road in the Township of Toronto, mileage 10.19 Oakville Subdivision, Ontario	C.N.R.	60	21,636 00
Two flashing light signals, two short arm gates and one bell	Pasqua Street, mileage 93.93 Indian Head Subdivision, Saskatchewan	C.P.R.	60	4,890 00
Improve approaches to crossing	Stavebank Road, Township of Toronto, County of Peel, Ontario	C.N.R.	60	3,534 00
Improve approaches to crossing	Highway Boulevard, Township of Toronto, County of Peel, mileage 10.59 Oakville Subdivision, Ontario	C.N.R.	60	3,579 00

CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTIONS AND IMPROVEMENTS TO VIEW

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashers and bell	Crossing at Matapedia, mileage 0.18 Cascapedia Subdivision, Quebec	C.N.R.	60	4,740 00
Two flashing light signals, two short arm gates and one bell	Crown Street in the City of Quebec, mileage 159.10 Quebec Subdivision, Quebec	C.P.R.	60	6,600 00
Two flashers and bell	Nebo Road, County of Wentworth, mileage 7.87 Hagersville Subdivision, Ontario	C.N.R.	60	3,078 00
Two flashing light signals and one bell in lieu of existing wig wag	Highway crossing ½ mile west of Crow Lake, mileage 34.89 Belleville Subdivision, Ontario	C.P.R.	60	2,115 00
Two flashing light signals and bell	County Road No. 36, County of Wentworth, mileage 11.0 Goderich Subdivision, Ontario	C.P.R.	60	4,290 00
Two flashing light signals and one bell in lieu of existing wig wag and bell	Highway No. 17 west of Stinson, mileage 63.5 Cartier Subdivision, Ontario	C.P.R.	60	1,875 00
Two short arm gates, two cantilever signals, one bell in lieu of existing protection	Kerr Street in the Town of Oakville, mileage 22.0 Oakville Subdivision, Ontario	C.N.R.	60	23,262 00
Two flashing light signals and one bell	Highway No. 17 east of Finchley, mileage 77.3 Beachburg Subdivision, Ontario	C.N.R.	60	3,114 00
Improve grades of approach	Second crossing west of Bissel, mileage 8.51 Wabamun Subdivision, Alberta	C.N.R.	60	870 00
Re-arranging tracks and closing two crossings	Columbia Street in the City of New Westminster, British Columbia	C.P.R. C.N.R. B.C. & R.	60	31,000 00
Two short arm gates, two flashing light signals and one bell	Haig Boulevard in the Township of Toronto, mileage 10.59 Oakville Subdivision, Ontario	C.N.R.	60	18,948 00
Two short arm gates, two flashing light signals and one bell in lieu of existing protection	Stavebank Road, in the Township of Toronto, mileage 13.10 Oakville Subdivision, Ontario	C.N.R.	60	24,834 00
Two flashing light signals and one bell	Highway No. 48 north of Pefferlaw Station, mileage 56.92 Bala Subdivision, Ontario	C.N.R.	60	3,120 00
Two flashing light signals, two additional light units and two bells	Lakefield Avenue in the Town of Montreal East at mileage 4.77 Longue Pointe, Que.	C.N.R.	60	5,460 00
Changes to protection from manual to fully automatic	95th Street in the City of Edmonton, Alberta	C.N.R.	60	2,814 00
Changes to protection from manual to fully automatic	96th Street in the City of Edmonton, Alberta	C.N.R.	60	14,400 00
Two flashing light signals, two short arm gates and one bell in lieu of present protection	Elphinstone Street in the City of Regina, mileage 93.5 Indian Head Subdivision, Saskatchewan	C.P.R.	60	4,950 00
Two flashers and bell in lieu of wig wags	Highway No. 2, Waverley, mileage 2.23 Dartmouth Subdivision, Nova Scotia	C.N.R.	60	3,600 00

Two flashers and bell	Highway No. 120, near Rossmere, mileage 63.96 Kashabowie Subdivision, Ontario	C.N.R.	60	5,280 00
Widen approach grades	Road allowance between Township of Toronto and Township of Trafalgar, mileage 17.93 Oakville Subdivision, Ontario	C.N.R.	60	732 00
Two flashing light signals and one bell with additional light units	Highway No. 6, County of Bonaventure, mileage 26.75 Cascapedia Subdivision, Quebec	C.N.R.	60	5,280 00
Two flashing light signals and one bell	Highway No. 6 at New Carlisle West, mileage 94.74 Cascapedia Subdivision, Quebec	C.N.R.	60	4,560 00
Two flashing light signals and one bell	Highway No. 6 east of St. Omer Station, mileage 41.93 Cascapedia Subdivision, Quebec	C.N.R.	60	4,380 00
Two flashing light signals and bell	Highway No. 6 west of Petersburg Station, mileage 69.24 Brampton Subdivision, Ontario	C.N.R.	60	6,180 00
Two flashing light signals and one bell with extra light units	First public crossing west of Grand Falls Station, mileage 276.2 Bishop's Falls Subdivision, Newfoundland	C.N.R.	60	6,480 00
Two flashing light signals, two short arm gates and one bell in lieu of present protection	Arthur Street Road at Neebing, mileage 7.28 Kaministiquia Subdivision, Ontario	C.P.R.	60	8,610 00
Improve approach grades	Crossings in Township of Maidstone, at mileages 98.1, 98.8 and 99.7 Windsor Subdivision, Ontario	C.P.R.	60 60	470 00 540 00
Improvement to view	In the Municipal District of Camrose, mileage 79.8 Camrose Subdivision, Alberta	C.N.R.	60	2,100 00
Two flashing light signals and one bell with additional light units	Bridge Street in the Town of Sackville, mileage 0.44 Tormentine Subdivision, New Brunswick	C.N.R.	60	4,200 00
		Total		1,525,255 23

ENGINEERING DEPARTMENT
Board of Transport Commissioners for Canada
OTTAWA, February 5th, 1958.

THE STATEMENT BELOW SHOWS THE DIFFERENT WORKS WHICH WERE APPROVED FOR CONSTRUCTION BY ORDER OF THE BOARD ON RECOMMENDATION OF THE ENGINEERING DEPARTMENT AFTER STUDY OF THE APPLICATIONS AND PLANS, CHECKING OF ESTIMATES, INVESTIGATION OF COMPLAINTS AND ACCIDENTS, AND IN MANY CASES INSPECTION ON THE GROUND AND CONFERENCES WITH THE INTERESTED PARTIES, DURING THE YEAR 1957.

Province	Highway Crossings Approved	Highway Crossings Closed	Widen Crossings	Construction and Operation over Branch Lines and Industrial Spurs	Pedestrian Crossings	Overhead Bridges and Subways	Highway Diversions	Crossings Protected by Flashing Light Signals and Bells	Changes to Operating Circuits of Automatic Protection	Electrically Controlled Gates and Flashing Lights	Improve Sight Lines and Approach Grades	Manually Controlled Gates	Crossings Protected by Flagman	Railway Bridges	Less Than Standard Clearances	Operation through Interlockers	Interlocking Plants and Changes to Interlockers	Location of Telephone Lines	Exemption from Fencing and Cattle Guards	Approval and Changes to C.T.C. and Block Signals	Relocated Railway Lines	Approval of Operation over and under Bridges	Railway Connections	Location of Railway Lines	Abandonment of Operation of Railway Lines	Opening for Carriage of Traffic	Tunnels	Wire Crossings of Railways and Pipe Lines	Water, Gas, Oil and Sewar Pipes over and under Railways	Pipe Crossings over and under Company Pipe Lines	Location of Company Pipe Lines	Route Map, Oil and Gas Lines	Oil and Gas Lines under Rivers	Road Crossings over Company Pipe Lines	Operation of Pipe Lines for Transportation of Oil and Gas	Ditches acrosse Pipe Lines	Totals
British Columbia	25	9	1	13	....	14	....	12	2	3	....	..	2	8	2	1	1	1	....	1	....	5	1	....	2	....	....	....	1	33	18	1	7	3	6	....	172
Alberta	27	2	13	22	....	7	....	21	3	4	2	..	..	8	3	2	2	....	15	3	....	7	1	....	1	....	....	....	5	8	5	....	....	2	1	....	164
Saskatchewan	46	14	13	20	1	1	2	9	1	3	2	..	..	1	....	2	1	....	38	....	1	1	2	....	....	....	....	5	1	6	6	....	....	1	10	1	188
Manitoba	30	2	15	15	....	....	....	2	1	....	....	..	..	3	2	2	1	....	14	....	....	5	2	....	....	1	....	....	....	1	5	....	1	....	3	....	105
Ontario	45	21	11	37	4	27	8	49	22	30	29	..	1	9	12	13	6	7	7	14	4	23	....	1	2	..	....	4	18	47	28	....	25	14	4	1	523
Quebec	38	8	11	11	2	15	1	52	8	9	1	..	....	16	7	3	1	....	1	2	1	11	1	....	....	1	3	....	5	2	1	....	3	....	....	....	214
New Brunswick	1	....	....	....	....	3	....	16	3	....	1	..	....	3	2	....	....	....	4	....	1	4	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	39
Nova Scotia	3	4	....	....	....	1	1	11	....	....	....	..	....	3	2	....	....	....	....	....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	27
P.E. Island	....	....	....	....	....	....	....	....	....	....	1	..	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2
Newfoundland	6	....	....	....	....	....	....	1	....	....	1	..	....	1	1	....	....	....	1	2	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	14
Totals	221	60	64	118	7	68	12	173	40	49	37	..	3	52	31	23	12	8	80	22	7	60	7	1	5	3	3	9	30	97	63	1	36	20	24	2	1,448

ENGINEERING DEPTMENT
JANUARY 27, 1958

APPENDIX "C"—OPERATING

STATEMENT NO. 1.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED ON RAILWAYS UNDER THE BOARD'S JURISDICTION FOR THE YEAR ENDED DECEMBER 31st, 1957

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Canadian National	2	302	25	756	184	515	1,241	211	1,573
Canadian Pacific	1	282	6	771	111	251	1,229	118	1,304
Algoma Central & Hudson Bay	.....	1	.....	3	1	2	6	1	6
British Columbia Electric	.....	.....	.....	.....	.....	10	7	.....	10
Chesapeake & Ohio	.....	.....	.....	1	2	6	7	2	7
Dominion Atlantic	.....	.....	.....	4	.....	5	5	.....	9
Esquimalt & Nanaimo	.....	.....	.....	3	.....	6	7	.....	9
Essex Terminal	.....	.....	.....	.....	.....	4	4	.....	4
Grand River	.....	.....	.....	2	.....	1	3	.....	3
Great Northern	.....	.....	.....	.....	.....	12	7	.....	12
Lake Erie & Northern	.....	.....	.....	1	.....	1	2	.....	2
Midland Rly. of Manitoba	.....	.....	.....	.....	.....	4	3	.....	4
Napierville Junction	.....	1	.....	.....	.....	.....	1	.....	1
New York Central	.....	.....	.....	3	9	15	20	9	18
Niagara, St. Catherines & Toronto	.....	.....	.....	.....	.....	4	2	.....	4
Nipissing Central	.....	.....	.....	.....	1	2	1	1	2
Northern Alberta	.....	.....	.....	58	.....	15	67	.....	73
Quebec Central	.....	1	.....	7	1	7	9	1	15
Sydney & Louisburg	.....	.....	.....	.....	2	6	6	2	6
Toronto, Hamilton & Buffalo	.....	.....	.....	1	5	6	9	5	7
Toronto Terminals	.....	1	.....	1	.....	.....	2	.....	2
Totals	3	588	31	1,611	316	872	2,638	350	3,071

STATEMENT NO. 2—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31st, 1957.

Classification of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Derailment		142	2	39	2		29	4	184
Collision head-on		30	1	23			7	1	53
Collision rear-end		4		16			8		20
Collision, miscellaneous			1	5			4	1	5
Collision with cars account open switch		2	2	6			4	2	8
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards		1		37			23		38
Sideswipe		4	1	9			5	1	13
Public highway crossing protected by gates—manual		2			2	1	3	2	3
Public highway crossing protected by gates—automatic				8	2	6	6	2	14
Public highway crossing protected by bell					3	5	6	3	5
Public highway crossing protected by bell and wigwag				2	17	51	58	17	53
Public highway crossing protected by flashing lights and bell		1		1	20	70	53	20	72
Public highway crossing protected by other types of protection						3	2		3
Public highway crossing protected by watchmen						5	2		5
Public highway crossing unprotected		1		33	162	563	453	162	597
Private crossing		1		5	19	34	48	19	40
Trespassing					85	88	169	85	88
Working on or about engine				81			80		81
Miscellaneous		22		169		5	196		196
Adjusting couplers, coupling and uncoupling				29			29		29
Run down by engine or car between stations			2	3			5	2	3
Handcar—accidents caused by handcar, motor or velocipede			2	118	1	4	118	3	152
Handcar, motor car, velocipede struck by train			7	31		6	31	7	37
Crawling between cars, over couplers				3			3		3
Struck by engine or cars on adjoining track				15			15		15
Struck by switch stand, water spout, mail crane or other projection				21			21		21
Crushed between cars and buildings, lumber piles			2	10			12	2	10
Getting on and off passenger trains		68		1			67		69
Injured when taking coal or water				10			9		10
Rock slides, or other obstructions on track				4			2		4
Rough coupling		22		80		8	55		110
Obstructions, overhead and on ground		1		16	1		18	1	17
Repairing cars on repair track when moved				2			2		2
Falling off top of car				10			10		10
Application and handling of air brakes, starting and stopping of trains, adjusting slack		30		130			134		160
Employees getting off train				185			185		185
Employees boarding train				79			79		79
Slipping on ice			1	53			54	1	53

Doors closing and other minor accidents in baggage cars and coaches		250		115		4	368		369
Run down by engine or cars at stations or in yards	1		4	26	1	5	37	6	31
Passing too close around end of string of cars				1			1		1
Caught by engine or car while throwing switch				4			4		4
Falling off side or end ladders of cars			2	40		1	43	2	41
Handbrake—accidents while working handbrake			1	84			85	1	84
Handling freight or baggage				10			10		10
Loading and unloading O.C.S. materials				16			15		16
Work train equipment			1	7			7	1	7
Cars moved while being loaded or unloaded				1		10	7		11
Carmen working on or under cars on running track when moved				2			2		2
Coupling or uncoupling hose				16			16		16
Turning angle-cock				5			5		5
Coach window falling		1					1		1
Loads shifting in transit or switching				2		1	3		3
Falling or jumping off passenger train between stations	2	6					8	2	6
Cars running away not under control			2	9	1	2	12	3	11
Individual derailment of equipment in yard tracks				2			2		2
Caught between running boards				2			2		2
Engine or cars colliding with portion of own train left on main track				1			1		1
Accidents as a result of train breaking in two				4			4		4
Totals	3	588	31	1,611	316	872	2,638	350	3,071

STATEMENT NO. 3 NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1957.

Classification of Accident	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Derailment	23	3	173	4	1	6	2	.....	2	29	4	181
Collision head-on	6	1	47	1	.....	6	.....	.....	.....	7	1	53
Collision rear-end	4	.....	4	4	.....	16	.....	.....	.....	8	.....	20
Collision, miscellaneous	3	.....	4	1	1	1	.....	.....	.....	4	1	5
Collision with cars account open switch	2	2	4	1	.....	3	1	.....	1	4	2	8
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards	12	.....	24	11	.....	14	.....	.....	.....	23	.....	38
Sideswipe	3	1	5	2	.....	8	.....	.....	.....	5	1	13
Public highway crossing protected by gates -manually	1	1	.....	2	1	3	.....	.....	.....	3	2	3
Public highway crossing protected by gates automatic	3	1	5	2	.....	9	1	1	.....	6	2	14
Public highway crossing protected by bell	1	1	.....	4	2	2	1	.....	3	6	3	5
Public highway crossing protected by bell and wigwag	31	9	30	12	2	13	15	6	10	58	17	53
Public highway crossing protected by flashing lights and bell	34	11	50	15	6	16	4	3	6	53	20	72
Public highway crossing protected by other types of protection	.....	.....	.....	.....	.....	.....	2	.....	3	2	.....	3
Public highway crossing protected by watchmen	2	.....	5	.....	.....	.....	.....	.....	.....	2	.....	5
Public highway crossing unprotected	251	87	349	155	68	172	47	7	76	453	162	597
Private crossing	34	15	28	11	3	10	3	1	2	48	19	40
Trespassing	101	54	51	58	29	29	10	2	8	169	85	88
Working on or about engine	51	.....	52	25	.....	25	4	.....	4	80	.....	81
Miscellaneous	69	.....	69	113	.....	113	14	.....	14	196	.....	196
Adjusting couplers, coupling and uncoupling	10	.....	10	19	.....	19	.....	.....	.....	29	.....	29
Run down by engine or car between stations	3	2	1	2	.....	2	.....	.....	.....	5	2	3
Handcar—accidents caused by hand-car, motor or velocipede	61	2	82	53	1	65	4	.....	5	118	3	152
Handcar—motor car, velocipede struck by train	22	5	28	7	2	7	2	.....	2	31	7	37
Crawling between cars, over couplers	2	.....	2	1	.....	1	.....	.....	.....	3	.....	3
Struck by engine or cars on adjoining track	7	.....	7	8	.....	8	.....	.....	.....	15	.....	15
Struck by switch stand, water spout, mail crane or other projection	3	.....	3	18	.....	18	.....	.....	.....	21	.....	21
Crushed between cars and buildings, lumber piles	6	2	4	6	.....	6	.....	.....	.....	12	2	10
Getting on and off passenger trains	13	.....	13	53	.....	55	1	.....	1	67	.....	69
Injured when taking coal or water	3	.....	3	4	.....	4	2	.....	3	9	.....	10
Rock slides, or other obstructions on track	2	.....	4	.....	.....	.....	.....	.....	.....	2	.....	4
Rough coupling	36	.....	80	16	.....	27	3	.....	3	55	.....	110
Obstructions, overhead and on ground	9	1	8	8	.....	8	1	.....	1	18	1	17
Repairing cars on repair track when moved	1	.....	1	.....	.....	.....	1	.....	1	2	.....	2

Falling off top of car	3		3	7		7				10		10
Application and handling of air brakes, starting and stopping of trains, adjusting slack	51		55	79		101	4		4	134		160
Employees getting off train	59		59	115		115	11		11	185		185
Employees boarding train	37		37	41		41	1		1	79		79
Slipping on ice	26	1	25	19		19	9		9	54	1	53
Doors closing and other minor accidents in baggage cars and coaches	154		155	209		209	5		5	368		369
Run down by engine or cars at stations or in yards	19	5	14	17	1	16	1		1	37	6	31
Passing too close around end of string of cars	1		1							1		1
Caught by engine or car while throwing switch	2		2	2		2				4		4
Falling off side or end ladders of cars	17	2	15	24		24	2		2	43	2	41
Handbrake—accidents while working handbrake	26		26	50	1	49	9		9	85	1	84
Handling freight or baggage	5		5	2		2	3		3	10		10
Loading and unloading O.C.S. materials	5		6	10		10				15		16
Work train equipment	5	1	5	1		1	1		1	7	1	7
Cars moved while being loaded or unloaded	2		2	4		8	1		1	7		11
Carmen working on or under cars on running track when moved				2		2				2		2
Coupling or uncoupling hose	4		4	11		11	1		1	16		16
Turning angle-cock	3		3	2		2				5		5
Coach window falling				1		1				1		1
Loads shifting in transit or switching				3		3				3		3
Falling or jumping off passenger train between stations	6	2	4	2		2				8	2	6
Cars running away not under control	3	2	2	7		8	2	1	1	12	3	11
Individual derailment of equipment in yard tracks	1		1	1		1				2		2
Caught between running boards				2		2				2		2
Engine or cars colliding with portion of own train left on main track	1		1							1		1
Accidents as a result of train breaking in two	2		2	2		2				4		4
Totals	1,241	211	1,573	1,229	118	1,304	168	21	194	2,638	350	3,071

STATEMENT NO. 4—PARTICULARS OF ALL HIGHWAY CROSSING ACCIDENTS WITH DESCRIPTION OF PROTECTION OR NON-PROTECTION IN EFFECT FOR THE YEAR ENDED DECEMBER 31ST, 1957

—	Newfoundland			Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Totals		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
Gates, Manual													2	1	3	1	1														3	2	3
Gates, Automatic													1	....	1	2	2	....	1	....	1				1	....	4	1	....	8	6	2	14
Bell							1	....	3				1	1	....	4	2	2													6	3	5
Bell and Wigwag				1	....	1	4	1	4	1	....	1	7	....	8	39	15	34				2	....	2	1	1	....	3	....	3	58	17	53
Flashing lights and bell													20	10	28	24	7	30	1	....	2	4	2	6	3	1	4	1	....	2	53	20	72
Other type of protection																												2	....	3	2	....	3
Watchman																2	....	5													2	....	5
Unprotected	9	1	11	4	....	9	11	5	17	15	....	24	98	55	133	195	69	249	30	15	39	20	4	25	43	11	51	28	2	39	453	162	597
Totals	9	1	11	5	....	10	16	6	24	16	....	25	129	67	173	267	96	320	32	15	42	26	6	33	48	13	59	35	2	55	583	206	752

	1953	1954	1955	1956	1957
Number of accidents which occurred at crossings protected by Gates, Manual	8	11	13	10	3
Number of accidents which occurred at crossings protected by Gates, Automatic	2	2	7	4	6
Number of accidents which occurred at crossings protected by Bell	3	5	2	8	6
Number of accidents which occurred at crossings protected by Bell and Wigwag	38	45	29	48	58
Number of accidents which occurred at crossings protected by Flashing Light Signals and Bells	35	37	52	66	53
Number of accidents which occurred at crossings protected by Other Types of Protection				1	2
Number of accidents which occurred at crossings protected by Watchman	9	1	2	3	2
Number of accidents which occurred at crossings Unprotected	392	353	405	458	453
Totals	487	454	510	598	583

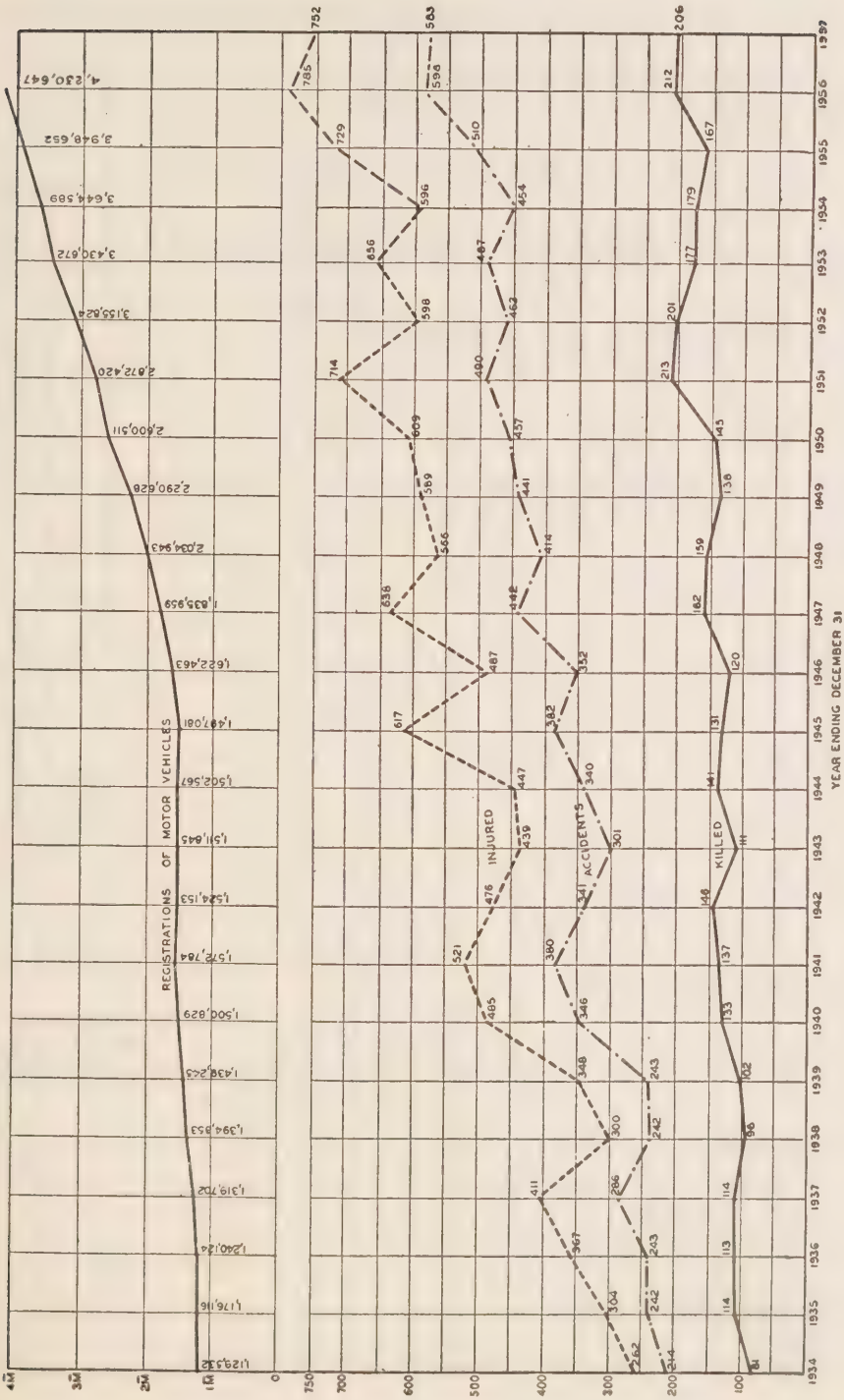
STATEMENT NO. 5—HIGHWAY CROSSING ACCIDENTS BY PROVINCES FOR 5 YEAR PERIOD—1953 TO 1957 INCLUSIVE.

—	Newfoundland	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Totals
1953	1	1	11	12	83	198	42	52	58	29	487
1954	2	.....	14	13	80	208	34	35	49	19	454
1955	3	4	12	18	92	226	37	43	46	29	510
1956	8	6	14	24	127	246	30	41	62	40	598
1957	9	5	16	16	129	267	32	26	48	35	583

STATEMENT NO. 6—CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1957

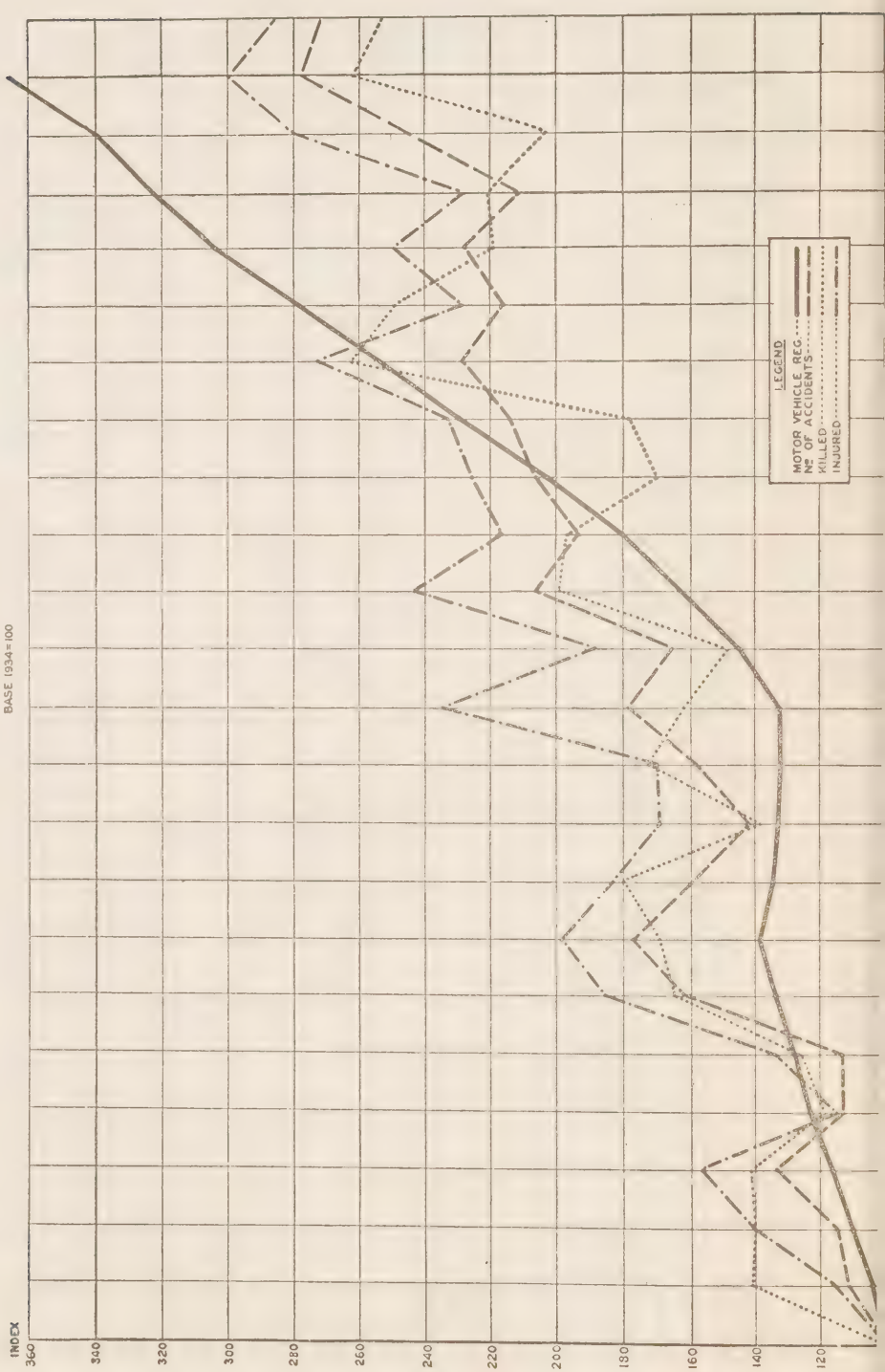
——	Accidents	Killed	Injured
Motor Vehicles Struck by Train—			
Daylight hours	225	91	258
Night hours	152	59	207
Totals	377	150	465
Horse-Drawn or Other Vehicles Struck by Train—			
Daylight hours	2	.....	2
Night hours	.....	.....	.....
Totals	2	.....	2
Pedestrians Struck by Train—			
Daylight hours	14	7	9
Night hours	14	11	5
Totals	28	18	14
Motor Vehicles Running into Side of Train—			
Daylight hours	51	11	69
Night hours	109	27	168
Totals	160	38	237
Accidents in which Track Cars Involved—			
Daylight hours	16	.....	34
Night hours	.....	.....	.....
Totals	16	.....	34
Other Types of Crossing Accidents—			
Daylight hours	.....	Nil	.....
Night hours	.....	Nil	.....
Total Number of Accidents—			
Daylight hours	308	109	372
Night hours	275	97	380
Grand Totals	583	206	752

STATEMENT NO. 7—MOTOR VEHICLE REGISTRATIONS AND HIGHWAY CROSSING ACCIDENTS 1934-1957—BOARD OF TRANSPORT COMMISSIONERS FOR CANADA—OPERATING BRANCH

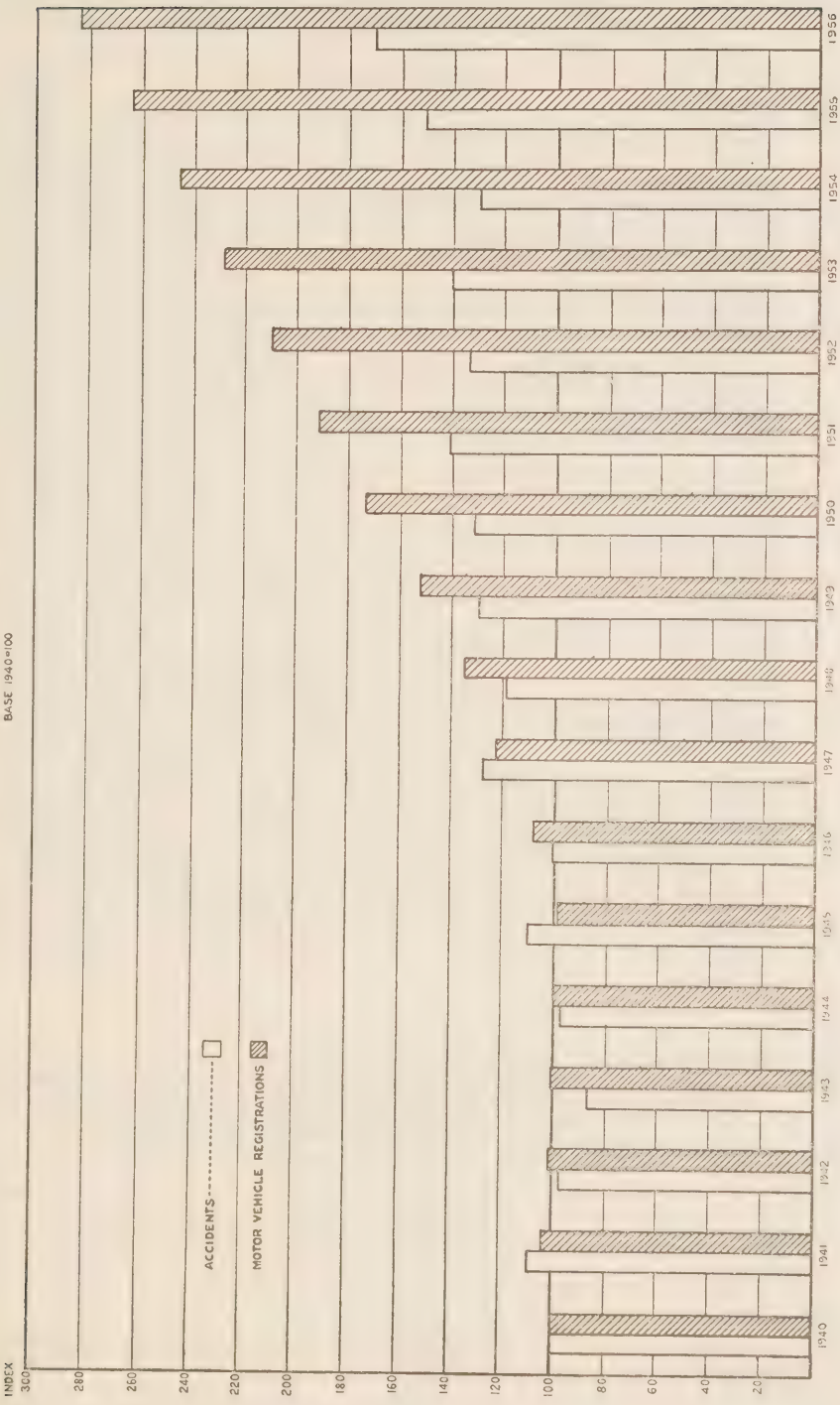


STATEMENT No. 8—INDEXES OF MOTOR VEHICLE REGISTRATIONS AND HIGHWAY CROSSING ACCIDENTS 1934-1957—BOARD OF TRANSPORT COMMISSIONERS FOR CANADA—OPERATING BRANCH

BASE 1934=100



STATEMENT No. 9—INDEXES OF MOTOR VEHICLE REGISTRATIONS AND HIGHWAY CROSSING ACCIDENTS 1940-1956—BOARD OF TRANSPORT COMMISSIONERS FOR CANADA—OPERATING BRANCH



STATEMENT No. 10—DEFECTS ON FREIGHT CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31, 1957.

Classification	Number of Defects
Handholds	317
Sill steps	315
Ladders	212
Running boards	363
Safety bars, door locks, end gates and catches, latches, etc	67
Miscellaneous safety appliances	11
Coupler improper height above rails	76
Coupler and pin	101
Knuckle and knuckle pin	2
Draft gear, yoke, springs, plates, etc	413
Carrier iron	83
Operating lever	403
Buffers, face plates and diaphragms, curtains, etc	22
Handbrake	555
Foundation brake gear equipment	282
Piping, fittings, valves & reservoirs	237
Air brake equipment	323
Periodic testing, cleaning, etc	593
Improper piston travel	1,512
Centre sill	48
Longitudinal sill	4
Side sill	17
Cross bearer	4
Body bolster	52
Miscellaneous underframe	30
Car over-due for reweighing (out of date for tare)	278
Sheathing defects—wood or metal units	37
Floor and roofing	35
Doors, side, or end, hoppers, hatches and their openers, fasteners, levers, etc.	67
Miscellaneous car body	180
All wheel defects	107
Axles	1
Boxes over-due for repack or inspection	398
Journal box and solid bearing	63
Truck side frame	116
Center casting, side bearing, bolster, etc	491
Truck spring defects	177
Miscellaneous truck defects	4
Gas, holders and connections, etc	1
Total Defects	7,997

NUMBER OF FREIGHT CARS INSPECTED, SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CARS INSPECTED FOR OVERDUE FOR WEIGHING FOR TARE AND IMPROPER PISTON TRAVEL FOR THE YEAR ENDED DECEMBER 31st, 1957

Railway	Total Cars Inspected	Total Cars Defective	Total Number of Defects	Cars Inspected	
				Over-due Tare	Improper piston Travel
Canadian National	43,209	3,347	4,639	6,275	11,892
Canadian Pacific	29,373	2,453	2,981	4,949	12,347
Miscellaneous	3,539	289	377	265	1,209
Totals	76,121	6,089	7,997	11,489	25,448

STATEMENT No. 11—DEFECTS ON PASSENGER CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31, 1957

Classification	Number of Defects
Handholds	24
Sill steps	17
Ladders	4
Running board	1
Safety bars, door locks, end gates and catches, latches, etc	21
Miscellaneous safety appliances	5
Coupler improper height above rails	2
Coupler and coupler pin	6
Carrier iron	1
Operating lever	9
Buffers, face plates and diaphragms, curtains, etc	75
Handbrake equipment	172
Foundation brake gear equipment	15
Piping, fittings, valves & reservoirs	11
Air brake equipment	30
Periodic testing, cleaning, etc	51
Improper piston travel	32
Train signal line apparatus	2
Sheathing defects—wood or metal units	1
Floor and roofing	1
Doors, fasteners, levers etc	15
Miscellaneous car body defects	5
All wheel defects	7
Boxes over-due for repack or inspection	48
Journal box and solid bearing defects	16
All anti-friction bearing and associated parts	1
Truck side frame	30
Centre casting, side bearing, bolster, etc	5
Truck spring	14
Filters, fans, strainers, intakes, ducts, etc	1
Inspecting, tests, cleaning maintenance, cards not in date	1
Miscellaneous air-conditioning equipment	3
Steam line	20
Generator and associated parts	3
Batteries, battery holders	1
Jumper and receptacles, wiring defects	2
Gas holders and connections, piping fittings, gauges, emergency keys, mantles and globes, etc	67
Miscellaneous lighting systems	1
Cars unclean or unsanitary	3
Unsafe condition of seats, parcel racks, berths etc	71
Drinking water and water raising system	68
Emergency tools	173
Total Defects	1,035

NUMBER OF PASSENGER CARS INSPECTED, SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CARS INSPECTED FOR IMPROPER PISTON TRAVEL FOR THE YEAR ENDED DECEMBER 31, 1957.

Railway	Total Cars Inspected	Total Cars Defective	Total Number of Defects	Cars Inspected
				Improper piston Travel
Canadian National	4,923	537	690	1,144
Canadian Pacific	3,350	272	318	802
Miscellaneous	46	27	27	17
Totals	8,319	836	1,035	1,963

STATEMENT NO. 12—DEFECTS OF STEAM LOCOMOTIVES REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1957.

Classification	No. of Defects
Inspections or test not made as required	16
Safety appliances	393
Brake equipment	269
Driving engine and tender truck wheels; centers, tires and axles	109
Lights	76
Draft gear and draw gear	80
Whistles, (horns), bells	63
Springs and spring rigging	705
Sanders	1
Cabs, cab windows, etc	138
Fire protective appliances	134
Gauges, steam and air	18
Electric meters (indicating devices)	2
Running defects—En route inspection	5
Flues and tubes	3
Boiler shell, steam dome, etc	129
Firebox sheets	26
Crown bolts, stay bolts	25
Water glass	32
Gauge cocks	8
Blow-off cocks	74
Plugs and studs	23
Washout plugs and pads	94
Injectors, feed-water pumps, and appurtenances	162
Safety valves	22
Steam pipes	34
Steam and oil valves	17
Throttle and dry pipe	59
Lubricators and appurtenances	7
Lateral motion	53
Ashpan dumping gear, grate shakers and fire doors	3
Reversing gear	8
Cross-heads, guides, pistons and rods	41
Cylinders, saddles, steam chests, cylinder cocks	32
Smoke boxes, stacks	6
Driving boxes, shoes and wedges and cellars	83
Side rods and crank pins	23
Valve motion	29
Frames	49
Trucks	79
Truck tender	110
Frames tender	85
Tenders	76
Stoker	2
Total Defects	3,403

NUMBER OF STEAM LOCOMOTIVES INSPECTED, SHOWING ENGINES DEFECTIVE AND NUMBER OF DEFECTS FOR YEAR ENDED DECEMBER 31st, 1957.

	Locomotives Inspected	Locomotives Defective	Total Defects
Canadian National	3,440	1,169	2,173
Canadian Pacific	1,925	590	1,044
Miscellaneous	298	74	186
Totals	5,663	1,833	3,403

STATEMENT NO. 13—DEFECTS ON LOCOMOTIVES OTHER THAN STEAM REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1957.

Classification	No. of Defects
Inspections or tests not made as required	11
Safety appliances	181
Brake equipment	184
Driving engine and tender truck wheels; centers, tires and axles	14
Lights	82
Draft gear and draw gear	16
Whistles, (horns), bells	23
Springs and spring riggings	5
Sanders	42
Cabs, cab windows, etc	80
Gauges, steam and air	3
Electric meters (Indicating devices)	12
Train communicating signal	1
Running defects—en route inspections	3
Water glass	1
Steam pipes	1
Throttle and dry pipe	4
Smoke boxes, stacks	1
Frames	5
Trucks	21
Internal combustion engines	532
Main generator	1
Traction motors	18
Circuits, terminals, cables, etc	10
Circuits breakers, swtiches, contactors	3
Control equipment	30
Auxiliary electrical machinery	2
Fire extinguishers, fire fighting equipment	23
Fuel supply	365
Batteries	2
Accident prevention, cleanliness	353
Miscellaneous—Diesel-electric locomotives	10
Steam generators	1
Water tanks	3
Safety valves	2
Steam lines and connections	6
Electric circuits	2
Essential controls	10
Total Defects	2,063

NUMBER OF LOCOMOTIVES OTHER THAN STEAM INSPECTED, SHOWING ENGINES DEFECTIVE AND NUMBER OF DEFECTS FOR YEAR ENDED DECEMBER 31st, 1957.

	Locomotives Inspected	Locomotives Defective	Total Defects
Canadian National	2,347	831	1,590
Canadian Pacific	1,043	228	371
Miscellaneous	397	67	102
Totals	3,787	1,126	2,063

STATEMENT NO. 14—STATEMENT OF BOILER EXPLOSIONS AND CROWN SHEETS DAMAGED FOR THE YEAR 1957

Crown Sheets Damaged

Railway	Date	Engine No.	Place	Remarks
Canadian National	Feb. 9	C.N. 2707	Kindersley, Saskatchewan	Crown sheet damaged due to low water.
Canadian National	Feb. 20	C.N. 3599	Jones, Ontario	Crown sheet damaged due to low water.
Canadian National	May 6	C.N. 5617	Edmonton, Calder yard, Alberta	Crown sheet damaged due to low water.
Northern Alberta	Apr. 15	N.A.R. 51	Waterways, Alberta	Crown sheet damaged due to low water.

SUMMARIES

Boiler Explosions

Nil

Crown Sheets Damaged

Canadian National	3
Northern Alberta	1
Total	4

STATEMENT NO. 15—SUMMARY OF REPORTS OF FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD, SEASON OF 1957

—	Canadian National (Atlantic Region) (a)	Canadian National (Central Region)	Canadian National (Western Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Miscellaneous (b)	Totals
Fires of Railway Origin—								
Number by causes								
Locomotive, Class A fires	54	17	11	5	8	12	.....	107
Locomotive, Class B fires	25	42	13	25	18	15	4	142
Locomotive, Class C fires	10	10	4	6	1	1	1	33
Employees, Class A fires	.....	2	1	1	.....	1	.....	5
Employees, Class B fires	3	5	5	5	1	3	2	24
Employees, Class C fires	1	3	3	2	1	.....	.....	10
Fusees, Class A fires	1	6	2	1	.....	3	1	14
Fusees, Class B fires	.....	2	1	1	.....	2	.....	6
Fusees, Class C fires	1	.....	1	.....	.....	.....	.....	2
Burning Smoking Materials from Trains, Class A	1	4	3	.....	.....	1	3	12
Burning Smoking Materials from Trains, Class B	2	8	5	4	.....	1	1	21
Burning Smoking Materials from Trains, Class C	.....	3	1	.....	.....	.....	.....	4
Total, Class A	56	29	17	7	8	17	4	138
Total, Class B	30	57	24	35	19	21	7	193
Total, Class C	12	16	9	8	2	1	1	49
Total	98	102	50	50	29	39	12	380
Areas burned (acres)								
Young forest growth	1,048.15	640.80	9.65	414.51	29.25	.25	6.00	2,148.61
Merchantable timber	19.00	623.20	47.00	1.00	9.75	10.00	.....	709.95
Slashing or old burn	31.60	677.00	3.25	.25	52.75	1.00	22.73	788.58
Other classes of land	1,120.03	294.64	225.49	549.61	28.70	51.95	15.26	2,285.68
Total	2,218.78	2,235.64	285.39	965.37	120.45	63.20	43.99	5,932.82
Value of Property Destroyed	$	$	$	$	$	$	$	$
Young forest growth	1,128.00	6,038.45	72.94	2,255.45	267.90	7.50	16.00	9,786.24
Standing timber	50.00	4,822.18	159.60	1.70	61.50	.75	.....	5,095.73
Forest products	.....	.....	652.95	42.40	.....	.....	.....	695.35
Other property	6,654.00	380.00	62.00	4,040.00	.....	6,210.75	.....	17,346.75
Total	7,832.00	11,240.63	947.49	6,339.55	329.40	6,219.00	16.00	32,924.07

STATEMENT NO. 15—SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD, SEASON OF 1957—Continued

—	Canadian National (Atlantic Region) (*a*)	Canadian National (Central Region)	Canadian National (Western Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Miscellaneous (*b*)	Totals
Known Causes other than Railway								
Campers and travellers, Class A	1	1	4					6
Campers and travellers, Class B	2	6	1	4		1	1	15
Campers and travellers, Class C		1		1				2
Settlers, Class A	3							3
Settlers, Class B	3							3
Settlers, Class C								
Other known causes, Class A	1	3	4	1		3		12
Other known causes, Class B	2	3	2	3				10
Other known causes, Class C			2	1			1	4
Total Class A	5	4	8	1		3		21
Total Class B	7	9	3	7		1	1	28
Total Class C		1	2	2			1	6
Total	12	14	13	10		4	2	55
Areas Burned (acres)								
Young forest growth	7.25		3.20	19.00				29.45
Merchantable timber		.50	2.00					2.50
Slashing or old burn			2.00				20.00	22.00
Other classes of land	11.00	27.75	45.16	36.54		3.00	.50	123.95
Total	18.25	28.25	52.36	55.54		3.00	20.50	177.90
Value of Property Destroyed	$	$	$	$	$	$	$	$
Young forest growth	1.00			45.80				46.80
Standing timber			120.00					120.00
Forest products		34.00						34.00
Other property	300.00	78.10	1,650.00	25.00		25.75	243.98	2,322.83
Total	301.00	112.10	1,770.00	70.80		25.75	243.98	2,523.63

Fires of Unknown Origin								
Class A	2	1	4	.....	.....	3	3	13
Class B	11	.....	4	2	.....	1	2	20
Class C	1	1	.....	1	.....	.....	.....	3
Total	14	2	8	3	.....	4	5	36
Areas Burned (acres)								
Young forest growth	20.50	.....	4.77	.....	.....	.....	3.00	28.27
Merchantable timber	8.00	.....	1.00	.....	.....	.....	.....	9.00
Slashing or old burn	.25	12.00	.04	.....	.....	.....	.....	12.29
Other classes of land	218.75	.....	6.00	27.00	.....	.01	.25	252.01
Total	247.50	12.00	11.81	27.00	.....	.01	3.25	301.57
Value of Property Destroyed	$	$	$	$	$	$	$	$
Young forest growth	15.00	.....	1.00	.....	.....	.....	5.00	21.00
Standing timber	5.00	.....	.....	.....	.....	.....	.....	5.00
Forest products	.....	.....	.....	.....	.....	.....	.....	.....
Other property	1,631.00	.....	15.31	11.00	.....	.....	.....	1,657.31
Total	1,651.00	.....	16.31	11.00	.....	.....	5.00	1,683.31

(*a*) Includes Province of Newfoundland.

(*b*) Includes Quebec North Shore and Labrador Railway; Northern Alberta Railways; White Pass and Yukon Route; Esquimalt and Nanaimo Railway; Dominion Atlantic Railway; Cumberland Coal and Railway Company; Algoma Central and Hudson Bay Railway; Quebec Central Railway; Nipissing Central Railway; Sydney and Louisburg Railway.

NOTE: Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.
Class B fires are those which cover an area of one-fourth acre to ten acres.
Class C fires are those which cover an area of over ten acres.

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FIFTY-FOURTH REPORT

of

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED
DECEMBER 31
1958

THE QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1959



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of

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED

DECEMBER 31

1958

THE QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1959

THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

C. D. Shepard, Q.C., *Chief Commissioner*—retired Jan. 1, 1959.

Rod. Kerr, Q.C., *Chief Commissioner*—appointed Jan. 1, 1959.

W. H. M. Wardrope, Q.C., *Assistant Chief Commissioner*—retired Nov. 8, 1958.

H. H. Griffin, *Assistant Chief Commissioner*—appointed Jan. 19, 1959.

Rod. Kerr, Q.C., *Assistant Chief Commissioner*—Nov. 8, 1958—Dec. 31, 1958.

A. Sylvestre, Q.C., *Deputy Chief Commissioner.*

F. M. MacPherson, *Commissioner.*

H. B. Chase, C.B.E., *Commissioner.*

L. J. Knowles, *Commissioner.*

Rod. Kerr, Q.C., *Commissioner*—Oct. 6, 1958—Nov. 8, 1958.

W. H. M. Wardrope, Q.C., *Special Adviser.*

C. W. Rump, *Secretary.*

J. V. Lajoie, *Assistant Secretary.*

Rod. Kerr, Q.C., *General Counsel*—appointed Commissioner Oct. 6, 1958.

J. M. Fortier, *Assistant Counsel*—promoted to General Counsel Oct. 6, 1958.

J. E. Dumontier, *Director of Engineering.*

R. A. Shier, *Assistant Director of Engineering.*

A. S. Kirk, *Director of Traffic.*

H. W. Ellicott, *Assistant Director of Traffic.*

J. Hanley, *Assistant Director of Traffic.*

R. M. MacDonald, *Director of Operation.*

A. LeSage, *Assistant Director of Operation.*

M. E. Burwash, *Director of Economics and Accounting.*

W. Hogben, C.A., *Financial Adviser.*

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BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

CHIEF COMMISSIONER – ROD KERR, Q.C.

ASSISTANT CHIEF COMMISSIONER – H. H. GRIFFIN

DEPUTY CHIEF COMMISSIONER – ARMAND SYLVESTRE, Q.C.

COMMISSIONER – F. M. MACPHERSON

COMMISSIONER – H. B. CHASE, C.B.E.

COMMISSIONER – L. J. KNOWLES

SECRETARY OF THE BOARD – C. W. RUMP

SPECIAL ADVISER –
HUGH M. WARDROPE, Q.C.

FEDERAL PUBLIC STATUTES CONFERRING JURISDICTION ON THE BOARD INCLUDE:

RAILWAY ACT – Chap. 234, R.S.C. 1952. Confers extensive judicial, regulatory and administrative functions in respect of, inter alia, location, construction, operation and uniform accounting of railways subject to Parliament, protection at highway-railway crossings; The Railway Grade Crossing Fund; railway express, telegraph, telephone and international bridge tolls.

TRANSPORT ACT – Chap. 271, R.S.C. 1952. Confers jurisdiction to license ships on the Great Lakes, MacKenzie and Yukon Rivers; their charges and tolls; and agreed charges of certain rail and water carriers.

PIPE LINES ACT – Chap. 211, R.S.C. 1952. Confers jurisdiction re location, construction, operation and accounts of interprovincial and international gas and oil pipe lines, tariffs and tolls of such oil pipe lines.

BRIDGES ACT – Chap. 20, R.S.C. 1952. C.N.R. – C.P.R. ACT – Chap. 39, R.S.C. 1952.

DRY DOCKS SUBSIDY ACT – Chap. 91, R.S.C. 1952. MARITIME FREIGHT RATES ACT – Chap. 174, R.S.C. 1952. RADIO ACT – Chap. 233, R.S.C. 1952. ST. LAWRENCE SEAWAY AUTHORITY ACT – Chap. 242, R.S.C. 1952. TELEGRAPHS ACT – Chap. 262, R.S.C. 1952, C.N.R. ACT – Chap. 29 of 1955 Statutes.

ECONOMICS AND ACCOUNTING

M. E. Burwash — Director
W. Hogben, C.A. — Financial Adviser

Responsible for providing economic, statistical and financial information and advice required for decisions by the Board in connection with investigations, applications, hearings and reviews of carrier performance pursuant to Board Orders and Rulings; the form and content of periodic reporting by railways, water carriers, pipe lines, communications and other companies subject to the jurisdiction of the Board; analysis and interpretations of transportation and communication trends in recurrent reports and special submissions; processing and publication of the Annual Waybill Analysis of All-Rail Carload Freight Traffic; administration of uniform accounting classifications; conducting field examinations of company records; issuance of accounting interpretations and rules governing the preservation of records; formulae governing freight and traffic costing and general accounting allocations, and the methods to be followed in establishing "out of pocket" and "all inclusive" costs; special studies and research on the economics of companies under the jurisdiction of the Board, including problems which are known to be developing and which may be expected to involve Board decisions.

ENGINEERING

J. E. Dumontier — Director
R. A. Sher — Ass't. Director

The Engineering Branch deals with and advises the Board on all applications concerning construction and maintenance of railway lines, inter-provincial oil and gas pipe lines, and administration of the Railway Grade Crossing Fund.

Conducts field inspection and examines plans before recommending the approval of construction and maintenance of railway lines, sidings, railway-highway-farm crossings, junctions, signals, bridges, fences, drainage, etc.

Examines all plans, profiles and books of reference for the construction and maintenance of extensions, deviations and new oil and gas pipe lines and conducts field inspections and testing before recommending approval.

Conducts field inspections, examines plans and estimates of cost for construction of grade separations, installations of automatic protection or safety features at railway-highway crossings.

Maintains complete record of railway-highway crossings and grants, commitments and payments from the Railway Grade Crossing Fund.

LAW

J. M. Fortier — General Counsel
Ass't. Counsel

The law Branch advises the Board and its Officers on questions of law, jurisdiction, practice and procedure; drafts orders, regulations and legislation; represents the Board on appeals and references to the Supreme Court of Canada and other courts when necessary; attends the Board's public hearings and when necessary examines witnesses; confers and corresponds with Counsel representing parties to applications before the Board; prepares briefs, memoranda and précis on matters dealt with by the Board.

Supervises the maintenance of the Board's Library and other related work of a professional legal nature.

OPERATING

R. M. MacDonald — Director
A. Lesage — Ass't. Director

The Operating Branch advises the Board and makes recommendations in matters relating to adequacy of rail service to the public, safety of operation, safe condition of rolling stock and equipment, suitability of facilities, investigation of accidents, fire prevention along railway right-of-way and the safe transportation of commodities. The Branch is divided into four sections: (1) Operating, (2) Mechanical, (3) Fire Prevention and (4) Explosives and Other Dangerous Commodities.

In view of the Branch's concern with the day to day operation of railways coming under the Board's jurisdiction, close working relations are maintained at all levels of management as well as with labour groups and other interested parties. Applications to abandon, reduce or augment existing services are investigated by the Operating Branch. Rolling stock and motive power is regularly inspected. To carry out the field work involved in these duties District Offices are maintained at several locations outside Ottawa. The current rules respecting most of these functions are contained in some 160 Board Orders which are subject to periodic amendment or revision as the need arises.

SECRETARY'S (Administrative)

C.W. Rump — Secretary
J. V. Lajoie — Ass't. Secretary

The Secretary's or Administrative Branch is divided into three sections: (1) General Administrative Services, (2) Records and (3) Accounts.

In addition to the maintenance of minutes of Board meetings the Secretary's Branch keeps a record of all proceedings conducted before the Board by way of public hearings, makes all arrangements for such hearings at or outside Ottawa, deals with all official correspondence of the Board; has custody and care of all official records and documents belonging or appertaining to the Board; maintains official copies of every Judgment, Regulation, Ruling and Order of the Board; issues certified copies of such orders and regulations as requested; makes recommendations on matters affecting the employment and accommodation of the Board's staff; initially deals with inquiries for information covering the Board's work from interested parties, the Press, etc.

TRAFFIC

A. S. Kirk — Director
H. W. Ellicott — Assistant
J. Hanley — Directors

Deals with, and advises the Board on, all matters concerning Traffic, Tolls and Tariffs in respect of:

Freight (Rail and Water).
Passenger (Rail and Water).
Express.
Agreed Charges.
International Bridges and Tunnels.
Pipe Lines.
Telegraph.
Telephone.
Radio Messages (Radio Regulations).
Maritime Freight Rates Act.
Trackage Maintenance Subsidy.
Licensing of Ships.
Free and Reduced Rate Transportation.

JANUARY 1959

DISTRICT OFFICES – ENGINEERING AND OPERATING

MONCTON, N.B.
WINNIPEG, MAN.
CALGARY, ALTA.

DISTRICT OFFICES – OPERATING

ST. JOHN'S, NFLD.
MONTREAL, P.Q.
TORONTO, ONT.
VANCOUVER, B.C.

REPORT OF BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

To The Governor in Council:

Pursuant to Section 31 of the Railway Act, Chapter 234 R.S. 1952, the Board of Transport Commissioners has the honour to submit its Fifty-Fourth Report for the year ended December 31st, 1958.

GENERAL REVIEW OF BOARD'S WORK IN 1958

During 1958, a total of 2,912 applications compared with 2,365 in 1957 were submitted to the Board under the provisions of the Railway Act, the Transport Act, the Maritimes Freight Rates Act, Pipe Lines Act and other legislation under the Board's jurisdiction.

Forty-eight public hearings were held by the Board during 1958. In addition to many of these public hearings being held in Ottawa, sittings of the Board were also held in Kentville and Parrsboro, N.S.; Quebec City, St. Joseph-de Beauce, Shawinigan Falls, and Montreal, P.Q.; Cobourg, Windsor, Cornwall, Burlington, Pembroke and St. Catharines, Ont.; Winnipeg, Man.; Calgary, Alta.; Kelowna, and Vancouver, B.C.

As in the previous year the more important cases dealt with in 1958 required the Board's consideration of a general increase in railway freight rates; a general increase in Bell Telephone and British Columbia Telephone Companies' subscribers' rates. The Board also continued its work in connection with the General Freight Rates Investigation which was directed by Order in Council P.C. 1487 dated April 7, 1948 (Equalization Case) and pursuant to Section 336 of the Railway Act with respect to Commodity Freight Rates. In this connection, the Board made a Further Report to the Governor General in Council under date of December 22, 1958 and issued a Judgment and Order respecting the equalization of rates on fruits and vegetables and canned goods.

All judgments and orders of the Board were reported as in previous years in the Board's semi-monthly reports entitled "Judgments, Orders, Regulations and Rulings" published by and obtainable from the Queen's Printer.

During 1958, a total of 3,466 Orders and 7 General Orders were issued by the Board, compared with 2,739 Orders and 6 General Orders issued in the previous year.

The headquarters staff of the Board was increased slightly in 1958 from 133 to 137; while the total staff in the Board's District Offices remained the same as in 1957 at 27 employees. The seven district offices of the Board are located in St. Johns, Nfld.; Moncton, N.B.; Montreal, P.Q.; Toronto, Ont.; Winnipeg, Man.; Calgary, Alta.; and Vancouver, B.C. The officers and staff located in these district offices facilitate the making of engineering and operational inspections in their respective areas.

An article entitled "The Board of Transport Commissioners for Canada—A Review of Its Constitution, Jurisdiction and Practice" prepared by Mr.R.Kerr, Q.C., then the Board's General Counsel, appears on page 7 of the Board's Annual Report for 1957.

AMENDMENTS TO THE RAILWAY ACT

The Railway Act was amended in 1958 by chap. 40 of the Statutes of that year. It made provision for contribution from The Railway Grade Crossing Fund towards the cost of placing reflective markings on the sides or railway cars and amended section 265 of the Railway Act in other respects. The Act also provided for increases in the maximum contributions from the Fund towards the cost of work ordered or authorized by the Board in respect of crossings during the period of three years from January 31, 1958, and made provision for marking signboards at level crossings with reflective material.

APPEALS TO THE GOVERNOR IN COUNCIL DURING 1958

Re Bell Telephone Company of Canada:

The Board's Judgment and Order of January 10, 1958, reported herein under "Decisions of the Board", was appealed to the Governor in Council by municipalities opposing the increase in Bell telephone tolls. The appeal was allowed and the Board's Order authorizing increases in rates was rescinded by the Governor in Council by Order in Council P.C. 1958-602, dated April 29, 1958. The Order in Council directed the Board that, as a principle of rate-making policy, credits to tax equalization reserves shall not be regarded as necessary expenses or requirements in determining rates and charges.

Re Bell Telephone Company of Canada:

An appeal was taken to the Governor in Council from the Board's Judgment and Order dated October 10, 1958, which authorized a general increase in Bell's telephone tolls. The appeal was taken by municipalities opposing the increase. By Order in Council P.C. 1958-1625, dated November 27, 1958, the Governor in Council dismissed the appeal and declined to rescind or vary the Board's Order.

Re General Increase in Freight Rates:

The Board's Judgment and Order of December 27, 1957, authorized the previous 11% increase in freight rates to be increased to 15%. The Respondent Provinces appealed to the Governor in Council and by Order in Council No. 1958-601, dated April 29, 1958, the Governor in Council rescinded the Board's Order and directed that "as a principle of rate-making policy, credits to tax equalization reserves shall not be regarded as necessary expenses or requirements in determining rates". The Order in Council also confirmed Order No. 90447 which had authorized the 11% increase in freight rates.

Re General Increase in Freight Rates:

The Respondent Provinces appealed to the Governor in Council from the Board's Judgment and Order, dated November 17, 1958, which authorized an increase of 17% in freight rates. The Governor in Council dismissed the appeal and declined to rescind or vary the Board's Order.

APPEALS FROM DECISIONS OF THE BOARD TO THE SUPREME COURT OF CANADA DURING 1958

Re Employees of New York Central Railroad—Compensation Respecting Change of Residence: 77 C.R.T.C. 1.

In 1957 the Board held that employees of the New York Central Railroad Company did not have a legal right under the Railway Act to compensation for financial loss caused to them by change of residence necessitated by the abandonment of operation of the railway line between Cornwall and Ottawa, or consequential closing and abandonment of stations and divisional points thereon, authorized by the Board under its Order No. 90648 (see notes on this case in the Board's Annual Report for 1957). The employees appealed to the Supreme Court of Canada against the Board's Judgment. The Court dismissed the appeal and upheld the Judgment and Order of the Board.

Re Demurrage on Grain Cars:

The Board's decision in this matter is reported under the heading "Decisions of the Board". An appeal from the decision was taken to the Supreme Court of Canada by the North-West Line Elevators Association and United Grain Growers Limited. The appeal was dismissed and the Board's Judgment upheld by decision of the Supreme Court handed down in January 1959.

Re Interprovincial Pipe Line Company:

In May 1958 the Board granted Interprovincial Pipe Line Company leave to construct a short pipe line near Edmonton, which would cross privately owned land, including land of Z.A.Y. Development Limited. The last mentioned landowner applied to a Judge of the Supreme Court of Canada for leave to appeal to that Court from the Board's Order. Leave to appeal was refused by the Judge.

Re General Freight Rate Increase—Judgment of the Board dated December 27, 1957. 76 C.R.T.C. 97.

The Railway Association of Canada, Canadian Pacific, Canadian National and other railway companies applied to a Judge of the Supreme Court of Canada for leave to appeal to that Court from the Judgment and Order of the Board which authorized the previous 11% increase in rates to be increased to 15%. Leave to appeal was refused by the Judge who held that while there is a duty cast upon the Board to "fix, determine and enforce just and reasonable rates and to change and alter rates as changing conditions or cost of transportation may from time to time require", the Railway Act however does not prescribe the methods to be adopted by the Board in discharging these duties and it is for the Board, and not for the Supreme Court, to decide what are just and reasonable rates and what changes or alterations are required by reason of changing conditions or cost; also, that the question as to whether the Railway Act imposes upon the Board, in determining what are just and reasonable rates, a duty to consider, among other matters, the extent of the investment of the companies in their railway properties, is a question of law, but that this was one of the matters considered by the Board in reaching its conclusion; and that the questions upon which leave to appeal was sought assumed that the Board did not, in determining the rates, consider the extent of the net rail investment of Canadian Pacific up

to the end of 1956, but that assumption is unfounded and no useful purpose could be served by a determination by the Supreme Court of the questions. Leave to appeal was accordingly refused.

Re Domestic Grain Rates to, from and within British Columbia:

By Order No. 89032, dated June 18, 1956, the Board dismissed the application of the Minister of Agriculture for British Columbia for a reduction in the domestic grain rates to, from and within the Province of British Columbia. (See notes on this case in the annual report for 1956 at page 30.) The Minister of Agriculture for British Columbia applied to the Supreme Court of Canada for leave to appeal from the Board's Order. The appeal was heard in 1958. The Supreme Court handed down its decision in January 1959 dismissing the appeal.

SUMMARY OF APPEALS TO THE GOVERNOR IN COUNCIL
FEBRUARY 1, 1904, TO DECEMBER 31, 1958.

Dismissed	33
Allowed	5
Referred Back	14
Withdrawn, Discontinued, etc	11
Pending	1
Total	64

SUMMARY OF APPEALS TO THE SUPREME COURT OF CANADA
FEBRUARY 1, 1904, TO DECEMBER 31, 1958.

Dismissed (including refusal to grant leave to appeal)	78
Allowed	19
Withdrawn, Discontinued, etc	12
Pending	2
Total	111

CHANGES IN MEMBERSHIP OF THE BOARD

A number of changes in the membership of the Board were made during the year.

On completion of twenty years of service as the Board's Assistant Chief Commissioner, Mr. Hugh Wardrope, Q.C., retired on November 8, 1958; under Section 39 of the Civil Service Act he was appointed a Special Adviser to the Board from that date for a period of two years.

By Order-in-Council P.C. 1958-1159 of August 19, 1958, Mr. Rod. Kerr, Q.C., who joined the Board's staff in March 1949 as Assistant Counsel and was subsequently promoted to the position of General Counsel to the Board in August 1952, was appointed to succeed Mr. Wardrope as Assistant Chief Commissioner effective November 8, 1958.

Mr. C. D. Shepard, Q.C., Chief Commissioner of the Board, was appointed a member of the Air Transport Board pursuant to Order in Council P.C. 1958-1029, of July 23, 1958, due to the illness of its Chairman, for the sole purpose of chairing certain hearings pertaining to the need for additional transcontinental air services in Canada. These hearings started on October 6 and concluded on December 3, 1958.

On September 16, 1958, the Railway Association of Canada filed an application with the Board of Transport Commissioners for a general increase in railway freight rates, as interim relief to meet increases in labour expenses. The opening of the hearing of this important case was set for October 6 and since Mr. Hugh Wardrope's term of office as Assistant Chief Commissioner was to terminate shortly thereafter, it was decided that he should not participate in the hearing; and as Mr. Shepard, the Chief Commissioner, was engaged on the hearings of the Air Transport Board, Mr. Kerr was appointed a Commissioner *pro hac vice* effective October 6, 1958 under Section 13 of the Railway Act, pursuant to Order in Council P.C. 1958-1325 of September 22, 1958, thereby enabling him to serve as Chairman of the panel of the Board which heard the Railway Association's application.

The resignation of Mr. Shepard, who was appointed Chief Commissioner on January 15, 1957, was accepted with effect from January 1, 1959, by Order in Council P.C. 1958-1380 of October 3, 1958; this same Order in Council appointed Mr. S. Bruce Smith, Q.C., of the legal firm of Smith, Clement, Parlee and Whittaker, Edmonton, Alberta, as Chief Commissioner to succeed Mr. Shepard. As the result of serious illness in his family, Mr. Smith found it necessary to resign before taking office and Mr. Kerr was promoted from the position of Assistant Chief Commissioner, to be Chief Commissioner from January 1, 1959, by Order in Council P.C. 1958-1485, of October 27, 1958.

Subsequently, by Order in Council P.C. 1959-37 of January 12, 1959, Mr. H. H. Griffin, of Victoria, B.C., was appointed Assistant Chief Commissioner, effective January 19, 1959.

LIST OF MEMBERS OF THE BOARD WHO HAVE SERVED OR ARE SERVING ON THE BOARD

Member's Name	Office	Appointment	Termination
Hon. A. G. Blair, K.C.	Chief	Feb. 1, 1904	Oct. 31, 1904 (resigned)
Hon. M. E. Bernier	Deputy	Feb. 1, 1904	Jan. 31, 1914 (served term)
James Mills, LLD	Commr.	Feb. 1, 1904	Jan. 31, 1914 (served term)
Mr. Justice A. C. Killam, K.C.	Chief	Feb. 6, 1905	Mar. 1, 1908 (died)
Hon. J. P. Mabee, K.C.	Chief	Mar. 28, 1908	May 6, 1912 (died)
D'Arcy Scott	Ass't.	Sep. 17, 1908	Sep. 16, 1918 (served term)
S. J. McLean, C.M.G., LLD., PH.D	Commr.	Sep. 17, 1908	Sep. 16, 1918 (reappointed)
Hon. Thos. Greenway	Commr.	Sep. 17, 1908	Oct. 30, 1908 (died)
A. S. Goodeve	Commr.	Apr. 4, 1912	Nov. 22, 1920 (died)
Sir Henry L. Drayton, P.C.Kt., K.C.	Chief	July 1, 1912	Aug. 1, 1912 (resigned)
Hon. W. B. Nantel, P.C., K.C., LLD	Deputy	Oct. 20, 1914	Oct. 19, 1924 (served term)
A. C. Boyce, K.C., D.C.L.	Commr.	Oct. 4, 1917	Oct. 3, 1927 (served term)
Dr. J. G. Rutherford, C.M.G.	Commr.	Sep. 17, 1918	July 24, 1923 (died)
Hon. F. B. Carvell, P.C., K.C.	Chief	Aug. 2, 1919	Aug. 2, 1924 (died)
S. J. McLean, C.M.G., LLD., PH.D	Commr.	Sep. 17, 1918	Aug. 5, 1919
	Ass't.	Aug. 6, 1919	Sep. 16, 1928 (reappointed)
Calvin Lawrence	Commr.	Nov. 4, 1921	May 4, 1931 (died)
Hon. Frank Oliver, P.C.	Commr.	Sep. 21, 1923	Sep. 20, 1928 (reached age of 75)
Hon. H. A. McKeown, K.C.	Chief	Sep. 16, 1924	Feb. 28, 1931 (resigned)
Thomas Vien, K.C., LL.L.	Deputy	Sep. 5, 1925	Jan. 31, 1931 (resigned)

LIST OF MEMBERS OF THE BOARD WHO HAVE SERVED OR ARE SERVING ON THE BOARD—Concluded

Member's Name	Office	Appointment	Termination
Hon. T. C. Norris	Commr.	Mar. 30, 1928	Mar. 29, 1938 (served term)
S. J. McLean, C.M.G., LL.D., PH.D.	Ass't.	Sep. 17, 1928	Sep. 16, 1938 (served term)
John A. Stoneman	Commr.	Mar. 12, 1929	Mar. 11, 1939 (reappointed)
Mr. Justice C. P. Fullerton, K.C.	Chief	Aug. 13, 1931	Dec. 31, 1933 (resigned)
F. A. Labelle	Deputy	Dec. 16, 1931	July 15, 1933 (died)
G. A. Stone	Commr.	Dec. 16, 1931	Dec. 15, 1941 (reappointed)
F. N. Garceau, K.C.	Deputy	Sep. 16, 1933	Apr. 10, 1943 (reached age of 75)
Hon. Hugh Guthrie, P.C., K.C.	Chief	Aug. 12, 1935	Nov. 3, 1939 (died)
Hugh Wardrope	Ass't.	Nov. 8, 1938	Nov. 7, 1948 (reappointed)
John A. Stoneman	Commr.	Mar. 12, 1939	Mar. 11, 1949 (served term)
F. M. MacPherson	Commr.	Sep. 21, 1939	Sep. 20, 1949 (reappointed)
Col. J. A. Cross, C.M.G., D.S.O., K.C.	Chief	Apr. 1, 1940	June 30, 1948 (resigned)
G. A. Stone	Commr.	Dec. 16, 1941	July 1, 1947 (reached age of 75) (reappointed July 1, 1947 to June 30, 1948)
Armand Sylvestre, Q.C., LL.B.	Deputy	Apr. 18, 1945	Apr. 17, 1955 (reappointed)
Hon. Mr. Justice M. B. Archibald, LL.B.	Chief	July 1, 1948	Oct. 31, 1951 (resigned)
H. B. Chase, C.B.E.	Commr.	July 28, 1948	July 27, 1958 (reappointed July 28, 1958 to May 19, 1959—age 75)
Hugh Wardrope, Q.C.	Ass't.	Nov. 8, 1948	Nov. 7, 1958 (served term)
W. J. Patterson	Commr.	Apr. 1, 1949	July 3, 1951 (resigned)
F. M. MacPherson	Commr.	Sep. 21, 1949	Mar. 29, 1959 (age 75)
Hon. Mr. Justice John D. Kearney, M.C.	Chief	Nov. 1, 1951	Jan. 15, 1957 (resigned)
O. A. Matthews	Commr.	Jan. 1, 1953	Sep. 1, 1955 (resigned)
Armand Sylvestre, Q.C., LL.B.	Deputy	Apr. 18, 1955	Apr. 17, 1960
L. J. Knowles	Commr.	Sep. 1, 1955	Aug. 31, 1965
C. D. Shepard, Q.C.	Chief	Jan. 15, 1957	Jan. 1, 1959 (resigned)
Rod. Kerr, Q.C.	Commr.	Oct. 6, 1958	Nov. 8, 1958
	Ass't.	Nov. 8, 1958	Dec. 31, 1958
	Chief	Jan. 1, 1959	Dec. 31, 1968
H. H. Griffin	Ass't.	Jan. 19, 1959	Jan. 18, 1969

ECONOMICS AND ACCOUNTING

1957 Waybill Analysis

The Board's Waybill Analysis of Carload All-Rail Traffic for 1957 was completed in August 1958. Copies are available from the Queen's Printer, Ottawa, at 50 cents per copy, with remittances made payable to the Receiver General of Canada.

The 1957 sample consisted of 21,216 carloads of all-rail traffic between Canadian stations. The basis of the sample is the "continuous" method under which the railways forward photostated copies of line-haul carload waybills of local and inter-line Canadian shipments terminating at their stations in Canada. A random sample of approximately 1 per cent is secured by photostating waybills bearing serial number "1" and serial numbers ending in "01", except waybills involving less-than-carload, O.C.S., switching traffic and traffic originating at rail points outside of Canada.

The published analysis shows the number of carloads of freight, revenue, weight, ton miles, car miles, average haul and the average revenue per ton mile and per car mile. Data are analyzed by region of origin and termination, by commodity and by type of rate.

The Maritime region consists of the Maritime Provinces and that portion of the Province of Quebec lying east of Levis and Diamond, Quebec; the Eastern region extends westward to Port Arthur and Armstrong; and the Western region includes the balance of Canada, except Yukon.

The percentages of sample carloads originated in each region were 12.2 per cent Maritime, 48.4 per cent Eastern and 39.4 per cent Western. Approximately two-thirds of the ton miles were performed within the regions of origin and the remaining third between regions; the freight revenue was derived 62 per cent from intra regional and 38 per cent from inter regional movements. The total traffic originated in the Maritime region averaged 1.63 cents per ton mile vis-a-vis 2.39 cents for Eastern and 1.12 cents for Western originations (1.87 cents for Western if the statutory grain traffic is excluded).

The products of Agriculture, Animals, Mines and Forests accounted for 47 per cent of the total freight revenue, 34 per cent being intra regional and 13 per cent inter regional. Manufactured and Miscellaneous Products accounted for 53 per cent of the revenue, 28 per cent being intra regional and 25 per cent inter regional. The first named group of Primary and Processed Products accounted for 70 per cent of the waybill sample ton miles at 1.05 cents per ton mile, while Manufactured and Miscellaneous Products represented 30 per cent of the ton miles at 2.77 cents per ton mile.

The distribution of traffic by type of rate is shown in Tables I, II and III of Appendix "A" for the years 1951 to 1957. Class Rated traffic which has been a declining percentage of total ton miles and total revenue since 1951 showed only a minor percentage change from 1956 to 1957. A similar trend has been evident in the Commodity Non-Competitive traffic. Competitive Rated traffic which has been a growing percentage of the total showed a small percentage decrease in 1957, but the Agreed Charge percentage of total again increased. The general trend rather than the actual percentages is to be noted in this type of comparison since a change in the amount of one type of traffic such as Statutory grain affects the percentages for other types of traffic. The average revenue per ton mile in 1957 was higher than in 1956 for traffic moving under all types of rates except Agreed Charges which declined, and Statutory grain rates which remained at the same level.

The Waybill Analysis data which has been used in connection with equalization and other studies is supplemented by information on the movements of specific commodities as provided by the Industry Freight Traffic Survey conducted by the Dominion Bureau of Statistics. Processing of the 1958 Waybill Analysis is more than half completed and publication is planned for July 1959.

Monthly and Annual Reports

Companies reporting to the Board in 1958 included thirty-two railways, ten international bridge and tunnel companies, five oil pipe lines, three water carriers and three telephone companies; reporting by natural gas pipe line companies is being inaugurated in 1959. Company operating results are discussed later herein.

Uniform Accounting

Under General Order No. 837, the December 1958 issue of the Uniform Classification of Accounts for Oil Pipe Line Companies was prescribed by the Board for all pipe line companies within the legislative authority of the Parliament of Canada, to be effective on January 1, 1959; prior to the December 1958 revision it had been in use by oil pipe line companies on a trial basis during 1958. The "Oil Classification" is available from the Queen's Printer, Ottawa, at $2.50 per copy without binder and $4.00 with binder, remittances to be made payable to the Receiver General of Canada.

A draft uniform classification of accounts for gas pipe line companies was developed in 1958 and is being put into effect on a trial basis during 1959. It will not be prescribed and printed until experience has been gained from its use.

The Uniform Classification of Accounts for Railways, which became effective January 1, 1956, has been revised and reissued for effect on January 1, 1959. A major rearrangement was made in the General Balance Sheet Accounts; revisions were also made in other accounts and the instructions were clarified. Copies may be ordered from the Queen's Printer at $2.50 without binder and $4.00 with binder.

The Index of Expenses (Railways) to which reference was made in last year's Annual Report has been completed and is available from the Queen's Printer at $3.00 per bound copy.

Operating Results—Companies under Jurisdiction of Board

Tables IV to IX in Appendix "A" show operating results for companies reporting to the Board. At the time of writing, annual reports have not been filed for 1958 but monthly reports of railways, oil pipe lines and telephone companies have been cumulated for ten or eleven months of 1958 and a comparison made with the same period of 1957; this provides a reasonable indication of the annual trend.

(*a*) *Railway Companies*

The revenue freight ton miles of Class I Railways declined 11.3 per cent from 1956 to 1957 while passenger miles showed a slight increase. Total rail revenues were down about 3 per cent and rail operating expenses were 1/3 of 1 per cent higher. Operating income in 1957 was $39.2 million below 1956. The downward trend continued in 1958 with freight and passenger traffic down 3.5 per cent and 16.2 per cent respectively in the first 10 months of 1958. Rail operating revenues were down 6.4 per cent and expenses declined 4.7 per cent. Operating income after taxes was down $18.4 million for 10 months of 1958; the reports for 10 months do not fully reflect the result of retroactive wage settlements.

Class II Railways showed little change from 1956 to 1957 in freight ton miles but passenger miles declined 14.4 per cent. While operating revenues were about 1 per cent higher, operating expenses increased by 4.6 per cent. Operating income in 1957 declined by nearly $5 million. A further downward trend appeared in the results for the first 10 months of 1958. Freight and passenger traffic were down 27.8 per cent and 11.2 per cent respectively while revenues and expenses declined 21.4 per cent and 19.9 per cent. Operating income for the first 10 months of 1958 was $5.1 million lower than for the same period of 1957.

(*b*) ***Telephone Companies***

The number of telephones, operating revenues and operating expenses increased in 1957 over 1956, and operating income was $1.9 million higher. Further expansion occurred in 1958 with the number of telephones up 6.8 per cent, revenues up 7.9 per cent and expenses up 8.2 per cent. Operating income was $2.8 million higher in the first 10 months of 1958.

(*c*) ***Oil Pipe Lines***

The barrel miles of oil transported, operating revenues and operating expenses were higher in 1957 than in 1956. Westspur Pipe Line Company, which commenced operations in July 1956, did not report monthly for 1957 and has been excluded from the 11-month comparison in 1957 and 1958. The other four companies, for 11 months of 1958, reported decreases of 18 per cent in barrel miles, 22 per cent in operating revenues and 25.6 per cent in operating expenses. Their operating income after taxes declined by $5.5 million. This decline reflects a curtailment of operations by the Trans Mountain Oil Pipe Line Company.

(*d*) ***Natural Gas Sales***

Natural gas pipe line companies did not file recurrent reports during 1958 but an indication of expansion is provided by reports to the Dominion Bureau of Statistics for sales of manufactured and natural gas during 11 months ended 1958 versus 1957. Sales of manufactured gas in terms of cubic feet declined 60 per cent from 14.5 billion to 5.6 billion, while sales of natural gas increased 19 per cent from 150.2 billion to 178.8 billion cubic feet.

(*e*) ***Mackenzie Waterways Companies***

The tons of freight transported by water carriers on the Mackenzie Waterways decreased by 4 per cent in 1957 vis-a-vis 1956. Operating revenues were ½ of 1 per cent higher and expenses were 3.3 per cent higher. Operating income after taxes declined from $306,138 in 1956 to $172,378 in 1957. At the end of the 1957 season the Hudson's Bay Company sold its Mackenzie River operation to the Northern Transportation Company.

(*f*) ***International Bridge and Tunnel Companies***

The number of motor vehicles and passengers increased by 3.4 per cent and 20.4 per cent respectively in 1957 over 1956, while the number of pedestrians declined slightly. Operating revenues were 7 per cent higher and operating expenses were 5.8 per cent higher. Operating income after taxes increased from $3.1 million to $3.4 million.

ENGINEERING

The Railway Grade Crossing Fund was established in 1909 and funds have been made available since that time for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways, within the terms and conditions provided in the Railway Act.

The amount voted to the Railway Grade Crossing Fund from 1909 to December 31, 1958 was		$47,991,252.42
Amount paid	$23,440,237.38	
Outstanding commitments	19,321,899.61	
Total		42,762,136.99
Balance available		5,229,115.43

At present, the Railway Act provides annually a sum of $5,000,000 to the Railway Grade Crossing Fund to aid actual construction work for the protection, safety and convenience of the public in respect of crossings. No grants from the Railway Grade Crossing Fund can be made to a crossing unless it has been in existence for three years. An additional sum of $10,000,000 was provided in 1958 to be applied to protection of highway crossings of railways.

Section 265 of the Railway Act was amended on September 6th, 1958 and provided, for a period of three years, that 80 per cent of the cost of construction of protective works may be paid from the Railway Grade Crossing Fund, not exceeding the sum of $500,000 for any one project, and provided that 50% of the cost of reconstruction of a grade separation may also be paid, not exceeding the sum of $250,000 for any one project.

The amendment to the Railway Act also provided that payment may be made towards the cost of relocating the plants of Public Utilities at grade separations, also towards the cost of placing reflectorized material on railway crossing signs and placing reflective markings on sides of railway cars.

The remainder of the cost after the Board's contribution is generally shared between the Railway and the Highway authority having jurisdiction over the road concerned, with the exception of the remainder of the cost, after a grant from the Railway Grade Crossing Fund, of moving the plants of the Public Utilities, which is borne by the Public Utility, but in view of the different conditions prevailing at the various crossings where grade separations are required, each application is considered on its own merits before the apportionment of cost is decided.

In the case of automatic protection at highway crossings, conditions are more or less similar in each case and for this reason, the cost of installation is now generally apportioned as follows: 80 per cent from the Railway Grade Crossing Fund, 12½ per cent by the Highway authority, and 7½ per cent by the Railway. No contributions can be made towards the cost of maintenance and operation of automatic protections, and these costs are generally shared equally between the Highway authority and the Railway.

In statements appearing in Appendix "B" pages 35 to 46 detailed information is given as to grants from the Railway Grade Crossing Fund for protection at railway-highway crossings: contributions thereto by Railways, Provinces and Municipalities: amounts of grants from the Railway Grade Crossing Fund by Provinces, from 1909 to December 31, 1958, etc.

Grade Separations

The Provinces of Ontario and Quebec received the greatest share of the grants from the Railway Grade Crossing Fund towards the cost of grade separations and installations of automatic protection at highway crossings.

In Appendix "B" to this report on Page 36 a list will be found of new grade separations and reconstruction of existing grade separations which were approved by the Board during the year and the extent of the grant made in each case out of the Railway Grade Crossing Fund.

Again this year an unusual number of grade separations were approved in the Province of British Columbia due to the heavy program of construction of Trans Canada Highway.

There has been only a slight increase in the total number of projects of grade separations and reconstruction of existing grade separations over the previous year. This is due to the fact that the amendments to the Railway Act apply only to the last three months of the year.

Since the Railway Act was amended the number of applications has increased and it is expected that a number of these applications will be approved before the end of the fiscal year.

Protection at Highway Crossings

Modern systems of automatic protection have been installed at 256 highway crossings during the year. A small number of these installations replaced automatic protection that was considered inadequate under present conditions.

Detailed information with respect to contributions of grants from the Railway Grade Crossing Fund towards the cost of installation of automatic protection and improvements to view at railway highway crossings approved during 1958 is given in Appendix "B" Page 39.

Interlocking Plants, and Changes to Plants and Signals.

Approximately ninety miles of C.T.C. block signals were installed on the Belleville Subdivision of the C.P.R. and important changes to plants at Ballantyne, P.Q., Adirondack Junction, P.Q. and Winnipeg, Manitoba, West End Terminals were carried out this year.

Approval was also given for the installation of C.T.C. signalling on three subdivisions of the C.N.R.

Bridges

The Board approved the construction and reconstruction of a number of bridges on various railways in Canada.

Construction and Operation of Branch Lines

The Board approved of the operation for freight traffic of a portion of the C.N.R.'s reconstructed line, which was formerly the New York Central Railway, to serve their freight sheds and freight yard in the Township of Gloucester, Ontario. Authority was also given to operate, for freight traffic, a portion of the reconstructed C.N.R. trackage in and adjoining the City of Cornwall, Ontario.

The Board also authorized the C.N.R. to operate their trains over the railway diversion from a point on the Rouses Point Subdivision near Brosseau to a point on the Granby Subdivision, in the County of Chambly, Quebec.

Oil and Gas Pipe Lines

Approximately 754 miles of 30" pipeline of the Northern Ontario Pipe Line Crown Corporation and Trans-Canada Pipe Lines Limited were constructed and opened for operation late in October. The completion of this portion of pipeline permitted the distribution of natural gas from Alberta to communities in Northern and Southern Ontario and to the area around Montreal.

The Trans-Canada Pipe Lines Limited have purchased the pipeline of the Western Pipe Lines between Lewiston on the Niagara River and Toronto, and in October they commenced operation of this line which had formerly been leased to the Niagara Gas Transmission Limited for operation.

The Westspur Pipe Line Company made changes in the location of portions of their gathering lines in the Steelman, Frobisher and Nottingham fields.

The Interprovincial Pipe Line Company has relocated a portion of its company pipeline southeast of Edmonton and has added approximately 75 miles of Third Line Loop to part of its trunk line in the Provinces of Alberta and Saskatchewan.

General

The Engineering Department also dealt with a number of applications concerning construction of private or industrial sidings, drainage complaints, right-of-way fencing and opening or closing of highway crossings.

Field inspections and engineering reports were required in a great number of cases concerning these applications.

Statistical information with respect to various engineering and other projects approved by the Board during the year 1958 appears in Appendix "B" Page 46.

LEGAL

Decisions of the Board

The Board's Judgments, Orders, Regulations and Rulings are published fortnightly by the Queen's Printer. The 1958 decisions are reported in Volumes 47 and 48 J.O.R. & R., and many of the decisions are also reported in Volumes 76 and 77 of Canadian Railway and Transport Cases.

Notes on a selected number of decisions given in 1958 are set forth hereinafter:

Re Bell Telephone Co.: General Increase in Rates. 76 C.R.T.C. 267; 47 J.O.R. & R. 439.

By an application dated August 16, 1957, the Bell Telephone Company applied to the Board for permission to raise its rates to the extent necessary to provide additional revenues for the year 1958 to meet an alleged revenue deficiency of $24,200,000. The Board re-stated the Company's estimates to reflect for rate making purposes a disallowance of possible increased wage rates, a permissive level of earnings of $2.43 per share instead of $2.65 requested by the Company, and an adjustment of the debt ratio to 40%. This reduced the revenue deficiency, as determined by the Board, to $10,318,000. Increases in rates were authorized on that basis. The Judgment dealt at length with the subject of deferred tax accounting and held that the Company should be permitted, for rate making purposes, to make charges against earnings for deferred taxes in arriving at its net income from operations. The Judgment, given January 10, 1958, also dealt with debt ratio, pension plan, permissive earnings, rate structure and other matters in issue.

The Judgment in this case was appealed to the Governor in Council, and the increases authorized by the Board were disallowed by Order in Council P.C. 1958-602, as appears under the heading "Appeals to the Governor in Council".

Re: Bell Telephone Co.: General Increase in Rates. 48 J.O.R. & R. 391.

By a further application dated June 25, 1958, the Bell Telephone Company applied for increases in its telephone rates based on increased wages which became effective in May and June 1958 and a decision taken by the Company

respecting deductions of capital cost allowances for income tax purposes. The Board allowed the Union of British Columbia Municipalities and all the Provinces except Ontario and Quebec to intervene respecting questions of depreciation and income tax. The Provinces were interested because the question of principle pertaining to the treatment of depreciation and income tax as an expense might affect applications for general freight rate increases. Consideration was given to Order in Council P.C. 1958-602 which disallowed as expenses for rate making purposes amounts credited to the Company's tax equalization reserves. The Board held that it was not required by the Order in Council to eliminate from expenses for rate-making purposes income tax actually payable in accordance with a decision of the Company's management to claim as capital cost allowances for income tax purposes only the amounts charged as depreciation on the Company's books. In the Board's view, having in mind the provisions of the Income Tax Act and regulations, determination of the amount claimed as capital cost allowance for income tax purposes is basically a function of management, and in the circumstances of this case the views of the Company's management, supported by the testimony of highly qualified witnesses, should not be ignored. The Board therefore decided that there were no grounds on which it should interfere with the method adopted by the Company whereby the amount claimed as capital cost allowance for income tax purposes was limited to the amount charged as depreciation in the Company's books. The Board found that the Company had established the need for additional revenue which the rates that it proposed were estimated to yield and that the estimated net income in 1958 and 1959 under the proposed rates would not exceed the permissive level of $2.43 per share. Permission was accordingly given to increase rates not earlier than November 1, 1958.

An appeal was taken to the Governor in Council from the Judgment in this case, but the appeal was dismissed, as appears under the heading "Appeals to the Governor in Council".

Application of Mid-Continent Pipelines Limited: 48 J.O.R. & R. 5.

Following a public hearing, the Board granted leave to Mid-Continent Pipelines Limited to construct a short pipe line for transmission of natural gas from a point about half a mile west of the Alberta-Saskatchewan boundary to a point about half a mile east of that boundary. The line serves for the transmission of natural gas from Alberta producing fields to a pipe line system in Saskatchewan which serves various areas in that Province.

Application of Canadian Trucking Associations: 76 C.R.T.C. 327; 48 J.O.R. & R. 65 and 48 J.O.R. & R. 65

In August 1957, Canadian Trucking Associations applied to the Board requesting disallowance of certain competitive rates published by the C.N.R. and C.P.R. on certain commodities moving in Manitoba, Saskatchewan, Alberta and British Columbia. The applicant claimed that the rates were unreasonably low. The railways asked that the application be dismissed upon the ground that the applicant had no status to make the application. The Board found that, having regard to the mischief which Parliament dealt with in the Railway Act and the remedies it provided and the rate control purposes and scope of that Act, to be entitled to recognition as a "party interested" and therefore to be entitled to complain under the Railway Act that railway rates are unjust or unreasonable, non-compensatory or lower than necessary to meet competition, the party complaining must have a more direct interest than that of a competing carrier

whose interest is to lessen the competition provided by the railway; the Board also found that, in making the rates complained of, the railways had not made any unjust discrimination or given any undue or unreasonable preference or advantage or subjected the applicant to any undue or unreasonable prejudice or disadvantage, within the meaning of the Railway Act. The Board dismissed the application on the ground that the applicant had no status to invoke the jurisdiction of the Board in circumstances where only the justness and reasonableness of rates is in issue. However, the Board proceeded to investigate the rates of its own motion and obtained information from both railways as to the movement of traffic before and after the institution of such rates and also ascertained the revenues and costs of operation of carrying the traffic. In the course of its enquiry the Board permitted Canadian Trucking Associations to call evidence and appear by Counsel. In the result, the Board found that, under existing conditions, the rates involved conformed with the requirements of section 334 of the Railway Act, and it thereupon discontinued its enquiry.

Application of Alberta Phoenix Tube & Pipe Limited: 48 J.O.R. & R. 83 and 357: 77 C.R.T.C. 40:

The applicant company manufactures steel pipe in Edmonton and obtains the skelp used in such manufacture from Ontario mills. The C.P.R., C.N.R. and other railways had made "agreed charges" with two Ontario manufacturers and one British Columbia manufacturer covering shipments of skelp from Eastern Canada to Port Moodie, B.C. and finished pipe from Welland to Vancouver. The applicant claimed that it was being unjustly discriminated against by these agreed charges in its endeavours to sell its pipe in Vancouver. Following a hearing in Calgary in February, 1958, the Board found that the applicant had established its complaint of unjust discrimination and the Board fixed a charge under the provisions of the Transport Act for the applicant on skelp from the Ontario points to Edmonton and another charge on pipe from Edmonton to Vancouver.

The railways applied for, and were granted, a re-hearing, and the Board heard further evidence and argument and reviewed its original Judgment It did not find any reason to vary the Judgment and consequently affirmed it.

Re Dominion Atlantic Railway, Weston Subdivision: 77 C.R.T.C. 61; 48 J.O.R. & R. 109.

The Canadian Pacific Railway Company (lessee) applied, on behalf of the Dominion Atlantic Railway (lessor), for leave to abandon the operation of its Western Subdivision, which extends from Centreville to Weston, N.S., a distance of 14.5 miles. In accordance with its usual practice, the Board had one of its engineers and one of its inspectors make a thorough survey of the Subdivision. A public hearing was also held in Kentville. The Board refused to grant the application for abandonment, because, in its opinion, the company did not make out a sufficiently convincing case. The Board considered that it would be premature to allow abandonment at that time and decided to stay seized of the application and review it after the results of the year 1958 became known.

Re Cumberland Railway and Coal Company, Springhill—Parrsboro Line. 48 J.O.R. & R. 121; 78 C.R.T.C. 85.

The company applied for leave to abandon operation of 27 miles of its line between Springhill and Parrsboro. Following reports by the Board's officers and a public hearing, the Board noted that the losses of the line for the years 1950

to 1957 inclusive amounted to approximately $504,000, with a loss of approximately $87,000 in 1957; also, that a very considerable sum of money would be needed to maintain the line if it were to continue in operation. The Board concluded that the territory served by the line is also adequately served by other forms of transportation and that the losses to the company, if the line continues to be operated, will greatly outweigh the loss and inconvenience to the public resulting from abandonment of operation. Leave to abandon was accordingly granted.

Re Detroit and Windsor Subway Co.: 77 C.R.T.C. 92; 48 J.O.R. & R. 193.

The applicant filed a tariff of increased tolls for the use of its tunnel between Windsor and Detroit. The Board suspended the tariff pending investigation, and by Judgment dated June 25, 1958, held that the forecast of net income, and the evidence submitted, did not justify a conclusion that the existing level of rates is unreasonable or that an increase in tolls should be approved. The Board accordingly refused to allow the proposed increase in tolls.

Re Alyth Bridge, Calgary: 77 C.R.T.C. 49; 48 J.O.R. & R. 90.

The Alyth Bridge, which crosses the Canadian Pacific yard in Calgary, was constructed under an Order of the Board issued in 1910. By 1958 it had fallen into disrepair and had become inadequate for the existing and prospective highway traffic using it. The Board authorized reconstruction of the bridge and apportioned the cost of reconstruction and of maintenance. Cost of reconstruction was estimated at $861,000, and the Board authorized the maximum contribution of $150,000 from The Railway Grade Crossing Fund, required the railway company to contribute $60,000, and the City to pay the remainder. Maintenance was estimated at $231 yearly and the Board required the railway to contribute $100 annually towards such cost.

Re Demurrage Charges on Bulk Grain at Public and Semi-Public Terminal Elevators in Western Canada: 48 J.O.R. & R. 133;

This matter concerned demurrage charges which the railways proposed to charge on grain cars held at terminal elevators in Western Canada. The hearings commenced in 1956 and concluded in 1958. In its Judgment dated May 27, 1958, the Board reviewed the history of demurrage on grain cars in Western Canada and also the Board's 1937 Judgment in that respect. It found that grain was being held in railway cars for lengthy periods and that grain storage of the terminal elevators overflows into box cars at the Lakehead and also backs up westward and ties up the box cars of the railways—in short, that railway rolling stock was being used as a huge ancillary bin for the storage of grain. It ruled that it had a duty to see, upon complaint, application or investigation, that railway charges are just and reasonable, and that it is only in that limited sphere that the Board is given a discretion respecting rates; and that its powers do not extend to the point where it can disallow in toto what is a legal charge for use of railway equipment, although it can use its discretion to see that the charge made is just and reasonable. The Board considered that the demurrage regulations which the railways proposed for application on the grain cars would not be just and reasonable for the grain traffic under review and that additional free time allowance should be given. It accordingly held that ten days' free time allowance was reasonable for unloading of grain in Western Canada, other than at Port Arthur and Fort William, and that additional free time was reasonable at these ports during the period when they were not open for navigation.

Appeal from this Judgment was taken to the Supreme Court of Canada and was subsequently dismissed by that Court.

Re British Columbia Telephone Company: General Increase in Rates. 48 J.O.R. & R. 225.

In its application, dated April 2, 1958, British Columbia Telephone Company applied for an Order approving increases in its tolls. The Company requested increased tolls that would increase its revenues by $3,996,000 per year. The Board revised this amount downwards to $1,300,000 and allowed increased tolls on this lower basis.

Re Costs of Public Utilities in Highway-Railway Grade Separations: 76 C.R.T.C. 130; 48 J.O.R. & R. 57.

In 1955 the Minister of Transport requested the Board under section 36 of the Railway Act to re-examine, in the light of existing conditions, the rule that it had been applying in cases where separation of grades at highway-railway crossings involved necessary relocation of facilities of public utilities. The principle applied for many years by the Board was that where the paramount reason for the grade separation was the protection, safety and convenience of the public, the public utilities were required to move their facilities at their own expense; but where the grade separation was mainly for the greater convenience of the railway or highway authority the expense of relocating the facilities was placed on the railways or highway authorities. The Board held public hearings in 1957 and 1958 at which appeared numerous cities and municipalities, Provincial Highway Departments, public utilities and railway companies. The Board found that utilities did not contribute to the hazards at crossings and did not benefit by relocations; also, that conditions had changed substantially since the existing rule had been established; that in these circumstances the utilities were entitled to relief and would in future be allowed contributions from The Railway Grade Crossing Fund towards the cost of relocating their facilities. However, the Board was not prepared to apply this principle where the result would be to place an added burden upon municipalities and railways, and it recommended an amendment to the Railway Act to take care of such cases and allow contributions to the utilities. The amendment was made by Chap. 40 of the Statutes of 1958.

Re 17% General Increase in Freight Rates: 48 J.O.R. & R. 356.

By an application dated September 16, 1958, the C.N.R., C.P.R. and certain other railway companies applied for authority, by way of interim relief, to increase their rates by 19% (25c per ton on coal and coke). The application for interim relief was based upon additional labour costs that the railways were faced with as a result of settlement of their dispute with their non-operating employees, in accordance with the recommendations of a Conciliation Board, and to offer on the same basis increased compensation to their other employees. The cost of applying the recommendations of the Conciliation Board to all railway employees in the period January 1, 1958, to December 31, 1959, would add to rail expenses for Canadian National $41.5 million, and for Canadian Pacific $26.5 million. The application stated that to enable Canadian National to secure full requirement of the additional labour cost would require a general increase in freight rates of 19% (25c per ton on coal and coke), and the railways requested such increases by way of interim relief. The Board issued its Judgment on November 17, 1958, allowing an increase of 17% (22c per ton on coal and coke). It dealt with the application on the basis of requitement of additional labour

costs and considered that the increases authorized commencing not earlier than December 1, 1958, would be sufficient to allow revenue in 1958 and 1959 approximately equivalent to the amount of Canadian Pacific's additional labour costs in those years. The Board used Canadian Pacific as the yardstick railway and Canadian Pacific's additional labour costs as the specific yardstick for the purpose of determining interim relief.

An appeal from this Judgment was taken to the Governor in Council by the objecting Provinces, but the appeal was dismissed.

OPERATING

The Operating Department throughout the year has dealt with all aspects of railway operation which touch on public safety and convenience.

In order to accomplish its work of safety and protection the Department's main functions relate chiefly to such matters as safety of the travelling public and of railway employees; the adequacy of rail services available to the public: accident investigations; the safe condition of locomotives, boilers and rolling stock equipment; the safe transport of explosives and other dangerous commodities; fire prevention, marked attention being given to railway operations in forested areas.

The Department is made up of four sections, i.e. Operating; Mechanical; Transportation of Dangerous Commodities by rail, freight or express, and Fire Prevention. For convenience the report is divided to indicate the activity of the various sections during the year.

Part 1—Operating

Annual Safety Conference:

In the interest of general railway safety the Department arranges periodic safety conferences which are held at the Board's headquarters. The meetings are attended by principal officers of the railways and by representatives of railway labour sponsored by the National Legislative Committee of Railway Transportation Brotherhoods. Conference procedure is informal and the agenda is broadly based with the object of giving the men who operate the railways and those who actually run the trains the fullest opportunity to discuss railway safety. It is worthy of mention that this co-operative approach to railway safety has already resulted in worthwhile betterments.

Accident Investigations:

During the year a total of 2925 accidents were investigated. Of these, 516 occurred at highway crossings. Following inspection of these crossings additional protection was recommended in 123 cases.

Detailed statistical data for the year 1958 is given in statements Nos. 1 to 8 (inclusive) appended hereto. (See Appendix "C", pages 48 to 56).

In 1958 the Railway Act was amended (by Bill C-52) to enable the Board to make contributions towards the cost of placing reflective markings on the sides of railway cars and on signboards at highway crossings. Because of the complications involved in the marking of the sides of railway cars with reflective material the matter has been set down for public hearing.

Station Services:

During the year there were 210 applications from railways to remove regular Station Agents and replace them with Caretakers or to remove Caretakers. In this connection it is worthy of mention that the Board's regulations require that whenever a railway company subject to its jurisdiction proposes to remove a regular Station Agent it shall first notify the local municipal authorities or Board of Trade of its intention to apply to the Board for an order permitting such removal. These applications and notices must state the grounds on which the removal is sought and must, in every instance, show gross earnings from each station in question from passenger, freight and express business during the two years previous to the application.

Nearly all applications of this nature are studied on the ground by Board's District Inspectors. The special circumstances of each case are carefully assessed and all interested parties are given every opportunity to express their views. Invariably each of these applications resolves itself into a question of whether the loss and inconvenience to the public outweighs the cost to the railway of providing the service.

Abandonments:

During the year four applications for permission to abandon 95.78 miles of track were received. Of these, three have been approved involving 44.82 miles of track. One application is still under consideration. These applications involved joint investigation with the Board's Engineering Department on the ground with subsequent reports and recommendations to the Board.

Train Services:

During the year a total of 103 applications from railways involving the complete discontinuance of passenger or mixed train services were investigated and reports with recommendations submitted to the Board. Following major reductions in some train services complaints were filed with the Board. These complaints were investigated by departmental officers. Similarly, complaints as to the adequacy of train services were also investigated.

Operating Rules:

In the course of their travels over their assigned territories Operating Inspectors make continuous observations with respect to Operating Rules and Regulations and submit reports with a view to correcting and/or improving conditions considered to be detrimental to safety of operation.

Part 2—Mechanical

The chief duty of the Mechanical Section is to protect the travelling public and the employees of railways by ensuring the safe condition of locomotives, boilers, passenger and freight cars and other rail equipment.

The condition of railway equipment is under constant observation by the Board's District Inspectors with the object of correcting unsafe or potentially unsafe conditions.

Among other things this year, the Inspectors examined 3048 steam locomotives, 5476 locomotives other than steam, 8696 passenger train cars, 80,655 freight cars, 620 stationary boilers and steam generators, and examined 14,796 freight cars for correct tare weight. In addition, the Locomotive Inspectors,

on application from railways, examined the interior of 289 locomotive boilers to determine their worthiness for further periods of service without general repairs.

Safety Appliances:

The specifications for hand rails, steps, ladders, footboards and other safety appliances installed on rolling stock units and which are essential to the safety of railway employees are set forth in Board's General Order 102. This Order, issued in 1913, was developed having regard to the necessity of uniformity with U.S. regulations in order to facilitate the interchange of equipment used in international service. Consequently, although the regulations have been amended on several occasions, extensive modernization and revision has not been possible until recently when it became known that the Bureau of Safety of the Interstate Commerce Commission in the U.S. also proposes a general revision of its safety appliance regulations.

The work of amending General Order 102 is well under way in the Department. The revision represents a considerable task because of recent changes in design of locomotives and cars and also because of the fact that any new regulation proposed by the Board must have regard to the counterpart regulation in existence in the U.S.A. It is expected that good progress will be made with the revision of General Order 102 in the coming year.

Air Brake Rules:

Some years ago, observations in the Operating Department coincidental with certain events on the railways indicated that it would be generally advantageous and conducive to greater safety if Canadian railways were to adopt a uniform set of rules which would cover all phases of train air brake testing.

By direction of the Board all aspects of the question were given full consideration at a series of conferences and work sessions attended by representatives from the railways, air brake equipment manufacturers, railway labour groups and Board technical personnel. This co-operative effort culminated in the development of an acceptable and effective set of air brake rules which will be used by all railways subject to the Board's jurisdiction.

The new rules have already been published and became effective on January 1st, 1959. This action represents further progress towards the adoption of uniform regulations applicable to railway companies operating under the Board's regulations.

Smoke Abatement—Air Pollution:

During the year the Operating Department continued its efforts towards the development of effective air pollution regulations suited to modern day railway operation.

Revised regulations dealing with this feature have been approved by the Board and will become effective in the year 1959.

Specialists in this field from the Federal and Provincial Departments of Health rendered valuable assistance in the development of these regulations.

Regulations—Motive Power Units, Boilers:

New regulations prepared by the Department and dealing with motive power units other than steam and with heating and power boilers are presently in the hands of the Railway Association of Canada. It is expected that railway submissions with regard to these matters will reach the Board in the near future.

Motive Power Situation:

As shown in the following table on December 31st, 1958, the major Canadian railways had 1989 steam locomotives and 2680 diesel units in service. The corresponding figures for 1957 were 2416 steam units and 2255 diesel units:

MOTIVE POWER TRENDS—MAJOR RAILWAYS

Year	Steam Locomotives					
	Coal Fired		Oil Fired		Total	
	C.N.R.	C.P.R.	C.N.R.	C.P.R.	C.N.R.	C.P.R.
1954	1,702	1,262	431	260	2,133	1,522
1955	1,462	1,154	433	250	1,895	1,404
1956	1,319	991	386	214	1,705	1,205
1957	1,111	788	333	184	1,444	972
1958	903	630	310	146	1,213	776

Year	Diesel-Electric Locomotives					
	Road Locos.		Switchers		Total	
	C.N.R.	C.P.R.	C.N.R.	C.P.R.	C.N.R.	C.P.R.
1954	349	311	266	148	615	459
1955	477	372	306	184	783	556
1956	721	470	384	198	1,105	668
1957	1,003	583	430	239	1,433	822
1958	1,269	689	467	255	1,736	944

For the first time diesel units outnumber steam locomotives and indicate that the end of the steam era of Canada's railways is now in sight.

In addition to the installation of new diesel electric locomotives the railways are making fairly heavy purchases of rail diesel cars. This type of self-propelled unit has operating and economic advantages which are being used to good effect in local passenger and feeder line service. Presently the major railways operate 82 such units in various parts of the country and it seems likely that this number will be increased in the near future.

Detailed statistical data giving further information with respect to the mechanical section will be found in statements Nos. 9 to 13 (inclusive) appended hereto. (See Appendix "C", pages 57 to 61).

Part 3—Dangerous Commodities Section

Regulations for the Transportation of Dangerous Commodities by Rail:

The first general revision since 1953 of the Board of Transport Commissioner's regulations for the "Transportation of Explosives and Other Dangerous Articles in Rail Freight and Rail Express Service" was issued on December 1st, 1958, under the new title "Transportation of Dangerous Commodities by Rail".

The new regulations recognize the increasing use of plastic materials, such as polyethylene, as a substitute for glass and metal and of corrugated fibreboard as a substitute for wood. The Dangerous Commodity list of the new regulations contains approximately 200 more commodities than that of the 1953 list. At the present time there are approximately 1,300 commodities which are subject to the Board's dangerous commodity regulations.

Special Permits and Board Orders:

Forty-nine special permits and 11 Board Orders were issued in 1958 to cover the shipment of new dangerous commodities or the use of non-specification containers. Approximately one-third of these permits were for shipments of radioactive materials for which a complete range of specification containers has not yet been developed. A total of 315 Board Orders was issued approving bulk storage facilities for flammable liquids, liquefied petroleum gases and anhydrous ammonia.

General Orders:

General Order No. 597, issued in 1940 and pertaining to the location, construction, design and operation of stationary bulk storage facilities for liquefied petroleum gas, was subject to a complete revision and is expected to issue as a new General Order early in 1959.

New regulations pertaining to the location, construction, design and operation of stationary bulk storage facilities for anhydrous ammonia were prepared in 1958 and are expected to issue as a General Order early in 1959.

Revision of regulations pertaining to fuel gas systems on railway cars, issued under General Order No. 25 in 1909, is nearing completion.

General Order No. 823 containing regulations pertaining to the bulk storage of flammable liquids is currently under revision. The new General Order is expected to issue in the second half of 1959.

Bulk Storage Facilities:

Under the provisions of General Orders No. 823 and No. 597, 314 applications were received in 1958 for the approval of new or additional facilities for the bulk storage of flammable liquids and liquefied petroleum gases. A comparison of the activity in 1958 with the two previous years will be found in the following Table:

	Order No.	New Installations	Additional Facilities	Total Applications	Imperial Gallons	Installations Inspected
1958	823	117	178	295	30,241,973	1,239
	597	14	5	19	578,884	47
1957	823	129	195	324	61,072,179	546
	597	13	5	18	630,000	19
1956	823	138	296	434	84,827,875	330
	597	24	9	33	1,148,300	13

Up to the present time approximately 3,000 bulk storage installations subject to the regulations of General Orders No. 823 and No. 597 have been approved by the Board. As indicated by the above Table, approximately two-thirds of these installations have been inspected in the last three years. It is anticipated that the remaining one-third will be inspected during 1959.

Part 4—Fire Prevention

Weather Conditions:

Generally speaking, the eastern portion of Canada experienced very favourable weather from the forest fire prevention standpoint, the exception being Ontario where very high hazards occurred during the month of May.

Western Canada, however, was less fortunate with southern Manitoba, northern Alberta, Saskatchewan and, particularly, British Columbia experiencing a season of extremely high fire hazard.

Fire Statistics:

Detailed statistics are shown in Statement No. 14 appended hereto (see Appendix "C", page 62), from which it will be noted that 417 fires occurred during the fire season of 1958 chargeable to railway operations within or adjacent to approximately 15,500 miles of railway right-of-way classified as forested territory. These fires burned 4,043.7 acres of land. Forty-nine fires were also reported as originating and burning in ties in the track which did not spread or cause damage other than to track ties.

In addition to the above, 53 fires were reported to have occurred on or adjacent to the railway right-of-way which were charged to other known causes and 35 fires of unknown origin. These fires burned 5,486 acres of land.

Railway Fire Patrols:

Fire patrol requirements under the terms of paragraph 29 of General Order No. 548 were addressed to all railways concerned.

Statistics showing forested mileage along the railways upon which patrols are prescribed are as follows:

	Miles
Special Section Patrols prescribed on	2,099.3
Special Power Speeder Patrols	1,942.0
Special Section Patrols on request	2,301.3
Special Velocipede Patrols	92.9
Mileage in forested territory on which no special patrol required, detection, reporting and extinguishing of fires being part of the regular duties of section forces and other employees	8,537.2
Total	14,972.7

NOTE:—The above does not include railway right-of-way in Newfoundland, where fire patrols were operated by the Newfoundland Forest Protection Association.

FIREGUARDS

Railway	Mileage both sides of track to be accounted for exclusive of approved exemptions	Fireguard mileage constructed or maintained during year	Percentage completed
Canadian National	2,808.6	871.4	31.0
Canadian Pacific	2,752.4	1,661.1	60.3
Northern Alberta	19.3	17.0	88.0
Totals	5,580.3	2,549.5	45.7

TRAFFIC DEPARTMENT

The duties of the Traffic Department come within the broad heading of the "Traffic, Tolls and Tariffs" sections of the Railway Act and the Transport Act, they also concern the provisions of Section 42 of the Railway Act which confers jurisdiction upon the Board respecting the tolls of international bridges and

tunnels; Section 468 respecting the payment of a trackage subsidy between eastern and western Canada and the recapture thereof by freight rate reductions for the benefit of the commerce using such trackage; the licensing of ships under Part II of the Transport Act; the provisions of Part IV of the Transport Act respecting Agreed Charges; the provisions for toll regulation in Part II of the Pipe Lines Act; and the provisions of the Maritime Freight Rates Act.

It audits the issuance of free or reduced rate transportation authorized by the Railway Act and Transport Act; is the repository for tariffs filed by carriers and others pursuant to the various statutes, including the communication services of the railways and of certain telephone companies; furnishes rate information, analyses of formal and informal complaints, and advice to the Board to assist it in reaching decisions; and in general administers the traffic functions of the Board under policies laid down by the Board or under its specific direction.

The tariff files of the Board contain thousands of tariffs of all kinds—they are the catalogues of prices for the services which are rendered by those filing the same. These services embrace railway express, freight and passenger movements; water carrier freight and passenger traffic; telegraph; telephone; international bridges and tunnels and agreed charges. For all of these services the tariffs contain millions of rates of various kinds.

Tariffs filed during 1958:

Railways:		
Freight:		
Local to one line	2,557	
Joint over two or more lines	12,272	
International (Canada-U.S.A.)	21,540	
Total		36,369
Passenger:		
Local	261	
Joint	283	
International	927	
Total		1,471
Express:		
Local	329	
Joint	202	
International	232	
Total		763
Agreed Charges		748
Total rail		39,351
Water Carriers:		
Freight	483	
Passenger	16	
Total water carriers		499
International Bridges & Tunnels		1
Telephone		3,639
Telegraph		298
Total all services		43,788

Ancillary to the filing of the tariffs are documents required to signify the concurrence of certain carriers or companies in joint rates published by other carriers or companies, and a total of 140 such documents were filed during the year; provision is made within the Board's tariff regulations for the filing, in certain cases, of tariffs by agents appointed by powers of attorney. These agents act on behalf of the companies thus delegating this task to the agent. To authenticate this procedure the Board's regulations require that the powers of attorney be filed and during the year 303 such documents were so filed.

The combined total of these documents and the tariffs noted above, was 44,231 or an average intake of 175 per working day.

Maritime Freight Rates Act:

Under this Act a reduction in freight rates is made within the select territory defined in the Act, namely the four Maritime Provinces and that part of the Province of Quebec situated Levis and East, and also from that select territory to points west thereof in Canada.

Within the select territory the reduction made is twenty percent below the normal level of rates, and from the said territory to points west thereof the reduction is thirty per cent for the haul which occurs within the select territory.

The Statute requires the Board to approve the reduced rates so made, and additionally to fix normal rates for reimbursement purposes in respect of railways other than the Canadian National Railways. Reimbursement to the Canadian National Railways is not made the responsibility of the Board.

During the calendar year 1958 a total of 122 Orders were drafted for approval and issuance by the Board, approving rates so reduced and fixing reimbursement. For reimbursement purposes 64 of these Orders contained some 33,200 normal rates computed by this Branch and fixed by the Board.

Claims for reimbursement presented by the railways relate to the period of twelve months ending June 30th, 1958. Within that period no general increase in freight rates occurred. Claims for reimbursement for railways other than the Canadian National totalled $2,135,309 of which $2,093,572 was allowed, resulting in a total deduction in the year of $41,737. Involved in the computations was the verification and correction where necessary of over 800,000 rates, or an average of over 3,170 per working day.

Reimbursement paid during the year was $319,284 greater than the year previous. This was due to the change in the rate reduction factor from 20 per cent to 30 per cent established on July 1st, 1957; changes in the nature of the traffic involved and in the lengths of haul.

Correspondence, reports and statements concerning the administration of this work totalled 765 for the year.

Water Carrier Licensing:

Seven licences applicable to 75 ships were issued during the year in respect of the Great Lakes Area, and five licences applicable to 169 ships were issued in respect of the Mackenzie River area. Compared with the year previous there was a decrease of 6 ships licensed in the two areas. Licences are granted, in accordance with the provisions of Part II of the Transport Act upon the Board being satisfied that public convenience and necessity requires such transport.

Equalization of Freight Rates:

The work of the Board continued to progress in respect of the matter of equalization of freight rates under Section 336 of the Railway Act. Work was completed in respect of the equalization of rates on fresh fruits and vegetables upon which the Board issued Judgment on December 19, 1958. Studies are continuing with respect to other commodities and upon which hearings have taken place with officers of the branch in attendance.

Waybill Analysis:

The work of the branch continued with respect to the checking of waybills for correctness of rates and charges, computation of distances, and the allocation of the traffic to its proper place for inclusion in the final study which is made available to the public. During the year approximately 20,600 such waybills were so processed.

Trackage Maintenance Subsidy (Sec. 468 Railway Act):

The maximum payment of seven million dollars for maintenance of certain trackage in the Lake Superior District continued to be applied as rate reductions on the traffic using such trackage. The reductions in carrying charges resulting therefrom averaged $3.37 per ton or 6.41 per cent below normal rate revenue.

Pipe Line Rates:

No matters involving rates by pipe lines arose during the year.

Agreed Charges:

The following compares the filing of new and supplemental agreed charges for the years 1958 and 1957:

	1958	1957
New agreements	204	150
Supplements	544	397
Totals	748	547

Formulation of Tariff Regulations:

A revision of the regulations respecting the publication, filing and posting of passenger tariffs by railway companies was completed during the year and promulgated by the Board for observance of such companies. The revised regulations combined and brought up to date several previous regulations some of which had been made as far back as the year 1909.

General:

The staff of the Branch totals 24, consisting of 19 experienced persons in the specialized work involved and the remainder of secretarial and junior clerical personnel. Over 3,500 communications of various kinds emanated from the Branch during the year concerning the various phases of its work. Conferences and hearings were attended; information supplied to other government departments as requested and in all respects the staff has laboured to efficiently discharge its responsibilities.

APPENDICES

APPENDIX "A"—ECONOMICS AND ACCOUNTING

TABLE I—WAYBILL ANALYSIS

Percent of Sample Ton Miles

Type of Traffic	1951	1952	1953	1954	1955	1956	1957
	%	%	%	%	%	%	%
Class Rated	8.4	6.7	5.4	4.3	4.3	3.4	3.6
Commodity Non-Competitive	49.1	41.8	34.6	43.4	43.5	35.8	35.8
Statutory	27.1	40.6	47.0	30.1	25.6	33.8	31.7
Competitive	8.7	5.8	7.0	12.5	15.8	17.2	16.7
Agreed Charge	1.0	1.3	1.8	3.2	4.9	5.1	7.2
Multiple Rates	4.4	3.2	2.4	3.9	3.1	2.1	2.7
Mixed Shipments	1.3	.6	1.8	2.6	2.8	2.6	2.3
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE II—WAYBILL ANALYSIS

Percent of Sample Revenue

Type of Traffic	1951	1952	1953	1954	1955	1956	1957
	%	%	%	%	%	%	%
Class Rated	21.0	19.0	14.5	10.8	10.2	9.3	9.4
Commodity Non-Competitive	50.8	49.4	45.1	49.4	45.0	41.3	41.4
Statutory	11.1	15.4	17.1	10.4	8.9	11.5	9.9
Competitive	9.7	9.1	12.8	15.8	19.3	21.0	20.5
Agreed Charge	2.5	3.4	4.4	5.9	9.4	10.0	12.3
Multiple Rates	2.8	2.1	1.7	2.0	1.7	1.2	1.5
Mixed Shipments	2.1	1.6	4.4	5.7	5.5	5.7	5.0
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE III—WAYBILL ANALYSIS

Average Revenue per Freight Ton Mile

Type of Traffic	1951	1952	1953	1954	1955	1956	1957
	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Class Rated	3.25	3.64	3.77	3.89	3.65	3.89	4.05
Commodity Non-Competitive	1.34	1.51	1.81	1.75	1.58	1.66	1.81
Statutory	0.53	0.49	0.51	0.53	0.53	0.49	0.49
Competitive	1.45	2.01	2.52	1.94	1.87	1.77	1.93
Agreed Charge	3.38	3.51	3.40	2.87	2.93	2.85	2.65
Multiple Rates	0.81	0.86	0.97	0.78	0.80	0.84	0.87
Mixed Shipments	2.05	3.23	3.25	3.34	2.98	3.22	3.40
Total	1.29	1.28	1.39	1.54	1.52	1.45	1.57

TABLE IV—OPERATING RESULTS—CLASS I RAILWAY[1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1956	1,228,927,347	1,137,933,251	90,994,096	68,024,396	2,691,703
Year—1957	1,193,074,122	1,141,311,725	51,762,397	60,315,274	2,729,349
1957—10 Months	1,000,889,311	961,239,809	39,649,502	50,539,219	2,328,993
1958—10 Months	937,198,837	915,997,641	21,201,196	48,778,238	1,950,585

[1] Canadian National and Canadian Pacific; as of January 1, 1958 the Hudson Bay Railway was absorbed into the Canadian National System.

TABLE V—OPERATING RESULTS—CLASS II RAILWAYS[1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1956.....	151,427,349	136,729,313	14,698,036	10,432,414	207,866
Year—1957.....	152,821,412	142,959,079	9,862,333	10,415,947	177,991
1957—10 Months....	128,179,678	112,135,254	16,044,424	8,951,846	140,952
1958—10 Months....	100,716,357	89,806,531	10,909,826	6,465,071	125,147

[1] Seventeen Railways earning over $500,000 gross rail revenues annually in 1956 and 1957. The ten month comparison excludes Hudson Bay Railway.

TABLE VI—OPERATING RESULTS—TELEPHONE COMPANIES[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Telephones Operated[2]
	$	$	$	No.
Year—1956.....	311,604,462	263,868,181	47,736,281	3,178,288
Year—1957.....	344,800,178	295,163,404	49,636,774	3,407,041
1957—10 Months.....	285,463,963	243,635,406	41,828,557	3,350,589
1958—10 Months.....	308,111,653	263,499,638	44,612,015	3,579,804

[1] Includes the Bell Telephone Co., British Columbia Telephone Co., and Bonaventure and Gaspe Telephone Co.

[2] Bonaventure and Gaspe telephones not included.

TABLE VII—OPERATING RESULTS—OIL PIPE LINES[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Bbl. Miles of Oil Transported
	$	$	$	(Millions)
Year—1956.....	55,697,004	34,006,080	21,690,924	99,290
Year—1957.....	62,368,256	39,394,277	23,023,979	100,901
1957—11 Months.....	54,548,648	25,468,444	29,080,204	92,120
1958—11 Months.....	42,559,755	18,945,372	23,614,383	75,508

[1] Includes the Interprovincial Pipe Line Co., Trans Mountain Oil Pipe Line Co., Trans Northern Pipe Line Co., Montreal Pipe Line Co., and Westspur Pipe Line Co., for the years 1956 and 1957; Westspur Pipe Line Co. not included in eleven months' comparison.

TABLE VIII—OPERATING RESULTS—WATER CARRIERS ON MACKENZIE WATERWAYS[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Freight Carried
	$	$	$	(Tons)
Year—1956.....	5,133,952	4,827,814	306,138	242,928
Year—1957.....	5,158,838	4,986,460	172,378	233,261

[1] Includes water transport operations of the Hudson's Bay Co., McInnes Products Corporation, Northern Transportation Co., and Yellowknife Transportation Co. Operations of the McInnes Products Corporation which are on a basis of fiscal year beginning May 1st annually have been included in the calendar year indicated.

TABLE IX—OPERATING RESULTS—INTERNATIONAL BRIDGES AND TUNNELS[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Vehicles	Pedestrians	Passengers Other Than Vehicle Drivers
	$	$	$	No.	No.	No.
Year—1956.....	8,435,997	5,311,150	3,124,847	16,979,352	1,083,436	25,153,720
Year—1957.....	9,030,586	5,616,809	3,413,777	17,564,202	1,044,553	30,288,047

[1] Includes reports of the following companies:

Buffalo and Fort Erie Public Bridge Authority
Cornwall International Bridge
Detroit and Canada Tunnel Corporation
Detroit International Bridge and Canadian Transit Co.
Lewiston-Queenston Bridge, Inc.
Niagara Lower Arch Bridge Co., Ltd.
Niagara Falls Bridge Commission
State Bridge Commission of Michigan (May 31 annually)
Thousand Islands Bridge Authority (February 28 annually)
International Bridge and Terminal Co.

APPENDIX B—ENGINEERING

STATEMENT 1—EXPENDITURE FOR PROTECTION AT HIGHWAY CROSSINGS 1909 TO DECEMBER 31, 1958

Province	Railway Grade Crossing Fund	Percentage of Total	Province and/or Municipality	Percentage of Total	Railway	Percentage of Total	Total
	$ cts.		$ cts.		$ cts.		$ cts.
British Columbia	1,844,201.07	47.45	1,407,113.33	36.21	635,091.51	16.34	3,886,405.91
Alberta	1,825,388.20	39.06	2,090,659.62	44.74	757,053.84	16.20	4,673,101.66
Saskatchewan	1,190,351.26	40.64	1,349,024.03	46.06	388,331.20	13.30	2,928,706.49
Manitoba	565,379.63	43.59	318,985.50	24.60	412,343.27	31.81	1,296,908.40
Ontario	11,305,533.56	25.88	16,797,167.79	38.43	15,595,783.02	35.69	43,698,484.37
Quebec	4,837,478.28	42.75	4,827,123.22	42.65	1,652,215.55	14.60	11,316,817.05
New Brunswick	776,519.27	36.32	715,628.66	33.48	645,572.75	30.20	2,137,720.68
Nova Scotia	1,062,732.48	48.08	760,639.57	34.42	386,756.97	17.50	2,210,129.02
P.E. Island	32,653.63	56.22	18,212.85	31.36	7,213.57	12.42	58,080.05
Newfoundland							
Totals	23,440,237.38	32.47	28,284,554.57	39.16	20,481,561.68	28.37	72,206,353.63

STATEMENT 2—SHOWING TOTAL AMOUNT PAID FOR WORK DONE IN THE DIFFERENT PROVINCES, OUT OF THE RAILWAY GRADE CROSSING FUND AND SPECIAL VOTES—PERCENTAGE OF TOTAL EXPENDITURE IN EACH PROVINCE AND PERCENTAGE OF POPULATION OF CANADA IN EACH PROVINCE, FROM 1909 TO DECEMBER 31, 1958.

Province	Total Expenditure from the different Votes	Percentage of Total amount of Expenditure	Population of Province	Percentage of Population of Canada
	$ cts.			
British Columbia	1,844,201.07	7.87	1,544,000	9.08
Alberta	1,825,388.20	7.79	1,201,000	7.05
Saskatchewan	1,190,351.26	5.08	888,000	5.22
Manitoba	565,379.63	2.41	870,000	5.11
Ontario	11,305,533.56	48.24	5,803,000	34.11
Quebec	4,837,478.28	20.63	4,884,000	28.71
New Brunswick	776,519.27	3.31	577,000	3.39
Nova Scotia	1,062,732.48	4.53	710,000	4.17
P.E. Island	32,653.63	.14	100,000	.59
Newfoundland			438,000	2.57
Totals	23,440,237.38	100.00	17,015,000	100.00

STATEMENT 3—DISTRIBUTION OF CONTRIBUTIONS FROM RAILWAY GRADE CROSSING FUND BY PROVINCES

1958

British Columbia	$ 2,919,592.85
Alberta	532,850.00
Saskatchewan	666,226.12
Manitoba	151,920.32
Ontario	4,348,329.83
Quebec	904,396.90
New Brunswick	1,031,577.10
Nova Scotia	487,140.00
Prince Edward Island	
Newfoundland	189,277.60
Total	$11,231,310.72

STATEMENT 4—

GRADE SEPARATIONS APPROVED IN 1958

The following grade separations, reconstruction of grade separations and highway diversions were approved during the year at the following points and contributions were made towards the cost of construction out of the Railway Grade Crossing Fund.

Grade Separations, Reconstruction of Grade Separations and Highway Diversions	Contributions From the Railway Grade Crossing Fund	
Highway diversion at Highway No. 19A in the Parish of St. Stanislas, mile 7.91 St. Stanislas Sd., of the C.N.R., Que.	60%	$ 13,648.00
Construction of subway near Rossland, mile 20.815 Rossland Sd., C.P.R., B.C.	60%	78,000.00
Reconstruction of overhead bridge at White Church Road, Twp. of Glandford, north of Glandford Station, mile 11.50 Hagersville Sd., of C.N.R., Ont.	30%	57,000.00
Construction of overhead bridge near Chapman, Trans Canada Highway, mile 13.7 Yale Sd., of C.N.R., B.C.	60%	268,800.00
Highway diversion at Seal Cove Road, Conception Bay, mile 23.69—23.86 St. John's Sd., of C.N.R., Nfld.	60%	6,909.60
Construction of overhead bridge at Owen Sound Road, Twp. of Arthur, mile 29.26 Teeswater Sd., of C.P.R., Ont.	60%	240,600.00
Relocation of highway at mile 67.51 Clearwater Sd., of C.N.R., B.C.	80%	3,720.00
Construction of overhead bridge at Highway No. 11, Twp. of West Ferris, mile 57.34 Alderdale Sd., of C.N.R., Ont.	80%	306,400.00
Construction of overhead bridge at Little Bras d'Or, mile 91.9 Sydney Sd., of C.N.R., N.S.	80%	154,400.00
Reconstruction of overhead bridge at River St., Town of Grande Prairie, mile 50.3 Grande Prairie Sd., N.A.R., Alta.	50%	14,150.00
Replacement of subway with overhead bridge at Highway No. 51, west of Caledon, mile 27.31 Orangeville Sd., of C.P.R., Ont.	30%	67,500.00
Highway diversion at Bell's Crossing and Sailor Bar, near Yale, mile 24.45 Cascade Sd., of C.P.R., B.C.	——	500,000.00
Replacement of overhead at Alexander, mile 14.7 Cascade Sd., of C.P.R., B.C.	50%	171,500.00
Construction of overhead bridge at Fort Fraser, mile 96.67 Nechako Sd., C.N.R., B.C.	80%	99,200.00
Reconstruction of subway at Hutton Side Road, Twp. of London, Mileage 2.24 Strathroy Subd., of C.N.R., Ont.	50%	197,850.00
Construction of subway at Highway No. 4, Biggar, Mileage 60.06 Wilkie Subd., of C.P.R., Sask.	80%	47,200.00
Reconstruction of overhead bridge at Ritson Road, in the City of Oshawa, Mileage 300.1 Oshawa Subd., of C.N.R., Ont.		150,000.00
Utilities		4,105.00
Construction of overhead bridge at Oromocto Bridge, County of Sunbery, Mileage 59.5 Centreville Subd., of C.N.R., N.B.	60%	38,509.75
Replacement of overhead bridge at Ava Road, in the City of Brantford, Mileage 24.09 Dundas Subd., of C.N.R., Ont.	50%	225,000.00
Construction of overhead bridge at Trans-Canada Highway, in the Parish of Salisbury, Westmorland County, Mileage 19.57 Sussex Subd., of C.N.R., N.B.	60%	48,780.00
Construction of overhead bridge at Lindsay By-pass, Twp. of Ops, Mileage 85.19 Campbellford Subd., of C.N.R., Ont.	80%	325,600.00
Highway diversion in the Village of Roseway, County of Shelburne, Mileage 66.0 Yarmouth Subd., of C.N.R., N.S.	80%	8,000.00
Reconstruction of subway at Highway No. 38, Parish of Ste. Dorothée, County of Laval, C.N.R., Que.	50%	75,650.00
Construction of subway Trans-Canada Highway at Berry Mills, Mileage 8.69 Harcourt Subd., of C.N.R., N.B.	80%	179,200.00
Reconstruction of overhead bridge at Merritt Street, Merritton, Mileage 9.63, Grimsby Subd., of C.N.R., Ont.	50%	55,650.00
Replacement of overhead bridge at Highway No. 27, Twp. of Etobicoke, Mileage 9.41 Oakville Subd., of C.N.R., Ont.		150,000.00
Construction of overhead bridge at Highway No. 20, Twp. of Thorold, Mileage 2.46 Thorold Subd., of C.N.R., Ont.	80%	423,200.00

Grade Separations		Contributions From the Railway Grade Crossing Fund
Railway diversion at Mileage 10.8 and 10.9, Merritt Subd., of C.P.R., B.C.	80%	47,840.00
Reconstruction of overhead bridge—Curzon Overhead at Mileage 43.78 Nelson Subd., of C.P.R., B.C.	30%	111,752.00
Construction of overhead bridge at Mileage 7.10, St. John's Subd., of C.N.R., Nfld.	80%	171,360.00
Reconstruction of subway at Jasper, Mileage 104.9 Brule Subd., of C.N.R., Alta.	50%	125,500.00
Reconstruction of overhead bridge at Parsons Street, Kenora, Mileage 1.95 Keewatin Subd., of C.P.R., Ont.	50%	30,500.00
Reconstruction of overhead bridge at Liverpool Road, County of Ontario, Mileage 313.1 Oshawa Subd., of C.N.R., Ont.	50%	80,000.00
Construction of overhead bridge west of Revelstoke, Mileage 9.7 Shuswap Subd., of C.P.R., B.C.	80%	376,800.00
Construction of overhead bridge at Highway No. 7, Twp. of Monaghan, Mileage 27.14 Peterborough Subd., of C.P.R., Ont.	80%	230,125.00
Utilities		1,660.00
Construction of overhead bridge at Highway No. 15, Twp. of Beckwith, Mileage 16.29 Chalk River Subd., of C.P.R., Ont.	80%	199,200.00
Utilities		1,600.00
Construction of subway at Yankeetown Road, near French Village, Mileage 16.4 Chester Subd., of C.N.R., N.S.	80%	120,800.00
Construction of overhead bridge at Highway No. 19 at St. Georges, Mileage 40.75 Grand'mère Subd., of C.N.R., Que.	80%	133,280.00
Railway diversion—Jacques Cartier connection in Town of St. Laurent and City of Montreal, C.N.R., Que.	80%	90,430.00
Construction of overhead bridge at 2nd Avenue East, City of Swift Current, Mileage 110.34 Swift Current Subd., of C.P.R., Sask.		500,000.00
Replacement of overhead bridge—Sackum overhead at Mileage 81.47 Thompson Subd., of C.P.R., B.C.	30%	49,500.00
Reconstruction of overhead bridge—Mahons Overhead, Mileage 19.2 Springhill Subd., of C.N.R., N.S.	50%	25,000.00
Railway diversion in Parish of Perth, Mileage 0.94 to 1.15 Tobique Subd., of C.P.R., N.B.	60%	35,819.35
Reconstruction of overhead bridge at Village of St. Agapitville, C.N.R., Que.	50%	66,500.00
Utilities		2,500.00
Construction of subway at Portage Avenue, in the Town of Fort Frances, Mileage 88.94 Fort Frances Subd., of C.N.R., Ont.	80%	319,200.00
Construction of overhead bridge near Chase at Mileage 89.96 Shuswap Subd., of C.P.R., B.C.		500,000.00
Highway diversion at Highway No. 3A at Wilson Street, near Perth, Mileage 13.0 Belleville Subd., of C.P.R., Ont.	80%	42,996.00
Reconstruction of subway at Salaberry Street, Town of Megantic, Mileage 116.96 Moosehead Subd., of C.P.R., Que.	50%	66,500.00
Reconstruction of overhead bridge at Alyth Bridge, City of Calgary, C.P.R., Alta.		250,000.00
Reconstruction of overhead bridge at Engen, Mileage 83.66 Nechako Subd., of C.N.R., B.C.	30%	49,500.00
Construction of overhead bridge west of Taft, Mileage 24.58 Shuswap Subd., of C.P.R., B.C.	80%	452,000.00
Reconstruction of overhead bridge west of Revelstoke, Mileage 19,175 Shuswap Subd., of C.P.R., B.C.	50%	158,000.00
Highway diversion—Trans-Canada Highway between Mileages 86.95 and 88.53, 89.57 and 90.97, 92.69 and 93.62 Shogomoc Subd., of C.P.R., N.B.		500,000.00
Highway diversion between Queen Street and St. Georges Street, in the City of Moncton, C.N.R., N.B.	80%	93,904.00
Utilities		1,184.00
TOTAL		8,744,022.70
Adjustments made to cover increased grants for projects approved prior to 1958		125,516.72
GRAND TOTAL		$8,869,539.42

STATEMENT 5—SHOWING PROJECTS APPROVED BUT COST RESERVED AND NO CONTRIBUTION MADE FROM THE RAILWAY GRADE CROSSING FUND

Overhead bridge at Highway No. 5, in Lots 11 and 12, Concession 1 North and South of Dundas Street, Township of Toronto, mileage 14.14 Galt Subdivision, C.P.R., Ontario.

Reconstruction of bridge at the Kaministiquia River Bridge in the City of Fort William, mileage 0.38 Kaministiquia Subdivision, C.P.R., Ontario.

Reconstruction of bridge at Victoria Park Avenue in the Township of North York, with C.P.R., Ontario

Construction of two subways at Highway No. 3, Caughnawaga Reserve, mileage 40.92 and mileage 41.01 Adirondack Subdivision, C.P.R., Quebec.

Reconstruction of subway between 9th and 10th Avenue, Calgary, Alberta, C.P.R.

STATEMENT 6—

The following grade separations and reconstruction of grade separations were approved during the year and contributions towards the cost could not be made from the Railway Grade Crossing Fund, under the terms of Section 265 of the Railway Act:

Overhead bridge over the C.P.R. in Lot 39, Con. 1, Township of Vespra, Ont., mile 72.68 MacTier Subd.

Overhead bridge over the C.N.R. at Port aux Basques, Nfld.

Overhead bridge over the C.N.R. on dual highway at mile 32.194 Montfort Subd., Que.

Overhead bridge over the C.N.R. on Metropolitan Winnipeg By-Pass, R.M. of Fort Garry, Man., mile 5.44 Letellier Subd.

Overhead bridge over the C.N.R. on Trans Canada Highway at mile 154.22 Clarenville Subd., Nfld.

Overhead bridge over the C.N.R. at mile 11.39 Lulu Island Subd., B.C.

Overhead bridge over the C.N.R. on the Trans Canada Highway at mile 128.50 Centreville Subd., N.B.

Widen overhead bridge over the C.P.R. near Blackfalds, Alta., mile 13.0 Leduc Subd.

Overhead bridges (2) over the C.P.R. on dual highway at mileages 20.73 and 20.77 Lachute Subd., Que.

Subway under the C.P.R. at Creston, B.C., mile 69.27 Nelson Subd.

Overhead bridge over the C.P.R. on dual highway at St. Jerome, Quebec, mile 27.705 Montfort Subd.

Overhead bridge over the C.P.R. on Trans Canada Highway, Carleton County, N.B., mile 47.84 Shogomoc Subd.

Overhead bridge over the C.P.R. on Trans Canada Highway at Hartland, N.B., mile 64.87 Shogomoc Subd.

Overhead bridge over the C.N.R. on Trans Canada Highway at mile 133.95 Centreville Subd., N.B.

Overhead bridge over the C.N.R.'s Cote de Liesse Hump Yard at Lachine, Quebec, mile 44.83 L'Assomption Subd.

Overhead bridge over the C.P.R. at Caughnawaga, Que.

Widen overhead bridge No. 7 over the C.N.R. at Thorold, Ont., mile 5.9 Thorold Subd.

Overhead bridge over the C.N.R. on Trans Canada Highway at Westmorland County, N.B., mile 119.37 Springhill Subd.

Overhead bridge over the C.N.R. on Highway No. 401 at Port Hope, Ont.

Overhead bridge over the C.N.R. on the Peterborough By-Pass, Township of Otonabee, Ont.

Subway under the C.P.R. on Western Avenue, Montreal, Que.

Overhead bridge over the C.P.R. on Highway No. 17, Township 86, District of Thunder Bay, Ont., mile 14.11 Nipigon Subd.

Overhead bridge over the C.P.R. on Highway No. 46, Township of Gendreau, Quebec, mile 43.4 Temiskaming Subd.

Overhead bridge over the C.N.R. at East St. John, N.B.

Extension to subway under the C.N.R. on Persillier Blvd., Montreal, Que.

Overhead bridge over the C.P.R. on Trans Canada Highway in Glacier National Park, B.C., mile 86.63 Mountain Subd.

Grade separation across the C.N.R. on Delorimier Avenue, Montreal, Que.

STATEMENT 7—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION AND IMPROVEMENTS TO VIEW

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashing light signals and bell	St. Laurent Blvd., Ottawa, mile 132 Alexandria Sd., Ont.	C.N.R.	60	3,798.00
Two flashing light signals and bell	Near Robertson, mile 8.2 Laggan Sd., Alta.	C.P.R.	60	3,810.00
Four flashing light signals and two bells in lieu of danger sign	James and John Streets, Brampton, mile 20.80 Brampton Sd., Ont.	C.N.R.	60	3,300.00
Two flashing light signals and bell	County Rd. No. 1, north of Foxboro, mile 7.75 Campbellford Sd., Ont.	C.N.R.	60	3,180.00
Two flashers, 2 short arm gates and bell	Lauzon Rd., Riverside, mile 101.72 Chatham Sd., Ont.	C.N.R.	60	16,014.00
Two flashing light signals and bell	Queen St., Brampton, mile 20.90 Brampton Sd., Ont.	C.N.R.	60	4,860.00
Two flashers, 2 short arm gates and two bells	Sargent Ave., Winnipeg, mile 1.8 Lariviere Sd., Man.	C.P.R.	60	13,200.00
Two flashing light signals and bell	Crossing in Town of Mount Pearl Park, Glendale, mile 4.33 St. John's Sd., Nfld.	C.N.R.	60	5,280.00
Two flashing light signals and bell	Crossing at Anson, mile 15.29 Maynooth Sd., Ont.	C.N.R.	60	3,600.00
Improve sight lines	Crossing two miles east of Tweed, mile 60.48 Havelock Sd., Ont.	C.P.R.	60	300.00
Two flashing light signals and bell	Churchill Ave., Ottawa, mile 1.75 Carleton Place Sd., Ont.	C.P.R.	60	7,080.00
Two flashers, 2 short arm gates and bell in lieu of existing protection	Crossing bet. Twps. of Trafalgar and Toronto, M. 17.93 Oakville Sd., Ont.	C.N.R.	60	22,710.00
Improve grades and view	Road bet. Lots 22 and 23, Con. 9, Twp. of Whitby, mile 17.93 Peterboro Sd., Ont.	C.P.R.	60	1,960.00
Four flashing light signals and 2 bells	Highway No. 18, Ojibway, Ont.	E.T.	60	6,150.00
Changes to circuits of automatic protection	Highway No. 16, Jonquiere, mile 106.94 Jonquiere Sd., Quebec	C.N.R.	60	2,076.00
Two flashing light signals and bell	Church Road, Marieville, mile 23.1 Granby Sd., Que.	C.N.R.	60	3,468.00
Two flashing light signals and bell	Commonwealth Ave., Mount Pearl Park, Glendale, mile 5.59 St. John's Sd., Nfld.	C.N.R.	60	5,340.00
Two flashing light signals and bell	Alta Vista Road, Ottawa, mile 133.37 Alexandria Sd., Ont.	C.N.R.	60	4,488.00
Improve sight lines and grades	Crossing in R.M. of Elton, mile 115.11 Harte Sd., Man.	C.N.R.	80	519.32
Two flashing light signals and bell	St. Francois St., Victoriaville, mile 54.9 Danville Sd., Que.	C.N.R.	80	7,680.00
Two flashers and bell in lieu of existing protection	Dewdney Ave., Regina, Regina Terminal Sd., Sask.	C.N.R.	80	5,800.00
Two flashing light signals and bell	Highway No. 15, mile 113.1 Minaki Sd., Man.	C.N.R.	80	6,800.00
Two flashing light signals and bell	Highway No. 6, Newport, mile 39.41 Chandler Sd., Que.	C.N.R.	80	5,920.00
Two flashers, 2 short arm gates and bell	County Rd. No. 18, Port Robinson, mile 10.82 Welland Sd., Ont.	C.N.R.	80	11,240.00
Two flashers, 2 short arm gates in lieu of manual gates	Wallace Ave., Toronto, mile 4.19 Newmarket Sd., Ont.	C.N.R.	80	7,600.00
Two flashing light signals and bell with additional light units	Highways Nos. 3 and 6, east of Melfort, mile 97.8 Tisdale Sd., Sask.	C.N.R. & C.P.R.	80	10,000.00
Two flashers, 2 short arm gates and bell	Horner Ave., Twp. of Etobicoke, mile 2.21 Canpa Sd., Ont.	C.P.R.	80	28,800.00
Two flashers and bell with additional lamps in lieu of manual gates	Tecumseh Rd., Twp. of Sandwich East, Ont.	C.N.R.	80	4,592.00
Two flashing light signals and bell	County Rd. No. A60, Manvers' Station, mile 41.83 Peterboro Sd., Ont.	C.P.R.	80	7,840.00
Two flashers, 2 short arm gates and bell in lieu of wig wags	Centre St., Chatham, mile 64.41 Windsor Sd., Ont.	C.P.R.	80	4,160.00
Two flashers, 2 short arm gates and bell	Clarke Side Road, Twp. of London, mile 73.97 Dundas Sd., Ont.	C.N.R.	80	12,720.00
Two flashing light signals and bell in lieu of wig wags	Adelaide St., Mount Brydges, mile 4.8 Longwood Sd., Ont.	C.N.R.	80	4,768.00

STATEMENT 7. CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION AND IMPROVEMENTS TO VIEW—*Continued*

Protection	Location	Railway	Percent	Contribution
				$ cts.
Three flashing light signals and bell	1st crossing east of Premont, mile 71.03 Grand'Mere Sd., Que.	C.N.R.	80	5,200.00
Two flashing light signals and bell	Highways Nos. 14 and 4, near Biggar, mile 0.68 Unity Sd., Sask.	C.N.R.	80	21,520.00
Two flashing light signals and bell	Highway No. 4, Parksville, mile 0.1 and 95.28 Alberni and Victoria Sds., B.C.	E.&N.	80	11,800.00
Two flashing light signals and bell	Goldstream Ave., Langford, mile 7.9 Victoria Sd., B.C.	E.&N.	80	7,600.00
Two flashing light signals and bell	Erin Street, St. John, mile 0.3 Courtney Bay Branch, N.B.	C.N.R.	80	6,480.00
Two flashing light signals and bell	St. Laurent Blvd., Ottawa, mile 84.51 M. and O. Sd., Ont.	C.P.R.	80	5,480.00
Two flashing light signals and bell in lieu of wig wags	Highway No. 3, Brooklyn, mile 107.52 Chester Sd., N.S.	C.N.R.	80	5,840.00
Improve sight lines	Road bet. Lots 22 and 23, Con. 11, Twp. of Otonabee, mile 59.5 Campbellford Sd., Ont.	C.N.R.	80	1,190.88
Two flashing light signals and bell	Kilborn Ave., Ottawa, mile 1.53 Sussex Street Sd., Ont.	C.P.R.	80	8,000.00
Two flashers, 2 short arm gates and bell in lieu of existing protection	Highway No. 2, east of Thamesville, mile 46.43 Chatham Sd., Ont.	C.N.R.	80	29,440.00
Two flashers, 2 short arm gates and bell in lieu of manual gates	Barton St., Hamilton, mile 0.29 Hagersville Sd., Ont.	C.N.R.	80	6,144.00
Two flashers and bell in lieu of wig wags	Main Street, Alexandria, mile 80.15 Alexandria Sd., Ont.	C.N.R.	80	7,440.00
Two flashing light signals and bell	Finch Ave., Twp. of North York, mile 13.88 Bala Sd., Ont.	C.N.R.	80	4,784.00
Two flashing light signals and bell	Highway No. 12, near Ste. Anne, mile 125.85 Sprague Sd., Man.	C.N.R.	80	6,640.00
Four flashers, 2 short arm gates and 2 bells	Wickman Rd. and Evans Ave., Twp. of Etobicoke, mile 1.56 Canpa Sd., Ont.	C.P.R.	80	32,400.00
Two flashers and bell in lieu of wig wags	Highway No. 54C, Parish of Charlesbourg, mile 3.34 Batiscan Sd., Que.	C.N.R.	80	8,200.00
Two flashing light signals and bell	Highway No. 60, Val d'Or, mile 38.24 Val d'Or Sd., Que.	C.N.R.	80	6,160.00
Two flashers, 2 short arm gates and 2 bells in lieu of wig wags	Crossing at Deroche, mile 75.45 Cascade Sd., B.C.	C.P.R.	80	11,200.00
Two flashers, 2 short arm gates and bell	Highway No. 43, bet. Con. 2 and 3, Lots 9 and 10, Twp. of Roxborough, mile 63.02 Winchester Sd., Ont.	C.P.R.	80	30,480.00
Two flashing light signals and bell	Metabetchouan Rd., south of Blackburn, mile 57.15 Jonquiere Sd., Que.	C.N.R.	80	5,240.00
Improve sight lines	Mount Pearl Crossing, St. John's, mile 3.37 St. John's Sd., Nfld.	C.N.R.	80	228.00
Two flashing light signals and bell	Crossing bet. Con. 2 and 3, Twp. of King, mile 24.6 Newmarket Sd., Ont.	C.N.R.	80	4,680.00
Two flashing light signals and bell	Crossing bet. Con. 3 and 4, Twp. of Vaughan, mile 19.6 Newmarket Sd., Ont.	C.N.R.	80	4,672.00
Two flashing light signals and bell	Dyke Street, Warren, mile 43.09 Cartier Sd., Ont.	C.P.R.	80	8,320.00
Two flashers and bell in lieu of wig wags	Dundas St., Woodstock, mile 0.44 St. Thomas Sd., Ont.	C.P.R.	80	6,960.00
Two flashers and bell in lieu of wig wags	Townsend St., Sydney, mile 113.52 Sydney Sd., N.S.	C.N.R.	80	5,680.00
Two flashing light signals and bell	French River Rd., Merigomish, mile 56.25 Hopewell Sd., N.S.	C.N.R.	80	7,040.00
Two flashing light signals and bell	Queen St., Kingsville, mile 30.25 Subdivision No. 1, Ont.	C.&O.	80	5,120.00
Four flashers, 2 bells in lieu of manual gates	Notre Dame St., Victoriaville, mile 55.32 Danville Sd., Que.	C.N.R.	80	6,840.00
Two flashing light signals and bell	Crossing at St. Apollinaire, mile 21.5 Drummondville Sd., Que.	C.N.R.	80	10,864.00
Two flashing light signals and bell	Crossing at Camrose, mile 67.05 Laggan Sd., Alta.	C.P.R.	80	6,800.00

Two flashing light signals and bell with additional light units	Highway No. 15, east of Fort Saskatchewan mile 111.7 Vegreville Sd., Alta	C.N.R.	80	7,600.00
Two flashing lights, 2 short arm gates and bell	Mutual St., Ingersoll, mile 58.7 Dundas Sd., Ont	C.N.R.	80	24,736.00
Changes to circuits of protection	Erie St., Leamington, mile 28 No. 1 Sd., Ont	C.&O.	80	1,720.00
Two flashers, 2 short arm gates and bell	Keewatin St., Winnipeg, mile 3.1 Carberry Sd., Man	C.P.R.	80	12,400.00
Improve approach grades	Near Indian River, mile 15.34 Peterborough Sd., Ont	C.P.R.	80	2,880.00
Two flashing light signals and bell	Chambord Rd., Lac Bouchette, mile 47.64 Jonquiere Sd., Que	C.N.R.	80	6,736.00
Two flashers and bell in lieu of danger sign and bell	Norval Highway, mile 27.01 Brampton Sd., Ont	C.N.R.	80	6,120.00
Two flashing light signals and bell	West of station at La Durantaye, mile 94.79 Montmagny Sd., Que	C.N.R.	80	9,360.00
Improvements to view	Moonlight Bay Road, United Counties of Neelon and Garson, mile 74.31 Cartier Sd., Ont	C.P.R.	80	1,960.00
Two flashers and bell in lieu of wig wags	Powell St., Vancouver, B.C	G.N.R.	80	3,766.00
Two flashers and bell with additional circuits	Peppet Street, North Sydney, mile 99.10 Sydney Sd., N.S	C.N.R.	80	6,480.00
Two flashers and bell with special circuits	Barrydowne Rd., Twp. of McKim, mile 2.55 Sudbury Terminals Sd., Ont	C.N.R.	80	5,760.00
Improve sight lines	Crossing near Peterborough, mile 21.64 Peterborough Sd., Ont	C.P.R.	80	1,179.00
Two flashing light signals and bell	County Rd. No. 4, County of Lennox and Addington, mile 61.69 Belleville Sd., Ont	C.P.R.	80	6,840.00
Four flashing light signals and two bells	Finch Avenue and Main Street, North York, mile 7.81 MacTier Sd., and 8.0 MacTier Sd., Ont	C.P.R.	80	17,840.00
Improve approach grades	St. Laurent Blvd., Ottawa, Ont	C.N.R.	80	992.00
Two flashers, 2 short arm gates and bells	Matthews Ave., Winnipeg, Man	M.R.M.	80	15,040.00
Two flashing light signals and bell	Highway No. 22, Richmond, mile 70.93 Sherbrooke Sd., Que	C.N.R.	80	5,680.00
Two flashers and bell in lieu of wig wag and bell	Victoria Rd., Guelph, Mile 47.80 Brampton Sd., Ont	C.N.R.	80	3,496.00
Two flashers, 2 short arm gates and bell	County Road at Kerrwood, mile 26.15 Strathroy Sd., Ont	C.N.R.	80	17,680.00
Two flashers and bell	Highway No. 6, Parish of St. Laurent de Matapedia, mile 6.19 Cascapedia Sd., Que	C.N.R.	80	5,840.00
Two flashing light signals and bell	Chamberlain St., Amherst, mile 75.92 Springhill Sd., N.S	C.N.R.	80	6,960.00
Two flashing light signals and bell	1st crossing north of Rosseau, mile 138.7 Bala Sd., Ont	C.N.R.	80	5,240.00
Two flashing light signals and bell	Rosseau Rd., Twp. of Foley, mile 12.51 Parry Sound Sd., Ont	C.P.R.	80	8,480.00
Two flashing light signals and bell	Smythe Rd., Fredericton, mile 70.34 Centreville Sd., N.B	C.N.R.	80	6,880.00
Two flashing light signals and bell	Steeles Ave., Twp. of North York, mile 15.17 Bala Sd., Ont	C.N.R.	80	5,024.00
Improvements to protection	Lazard Ave., Town of Mount Royal, Que	C.N.R.	80	462.00
Two flashing light signals and bell	Front Ave., Brockville, mile 27.25 Brockville Sd., Ont	C.P.R.	80	8,632.00
Two flashers and bell in lieu of wig wags	Davis Drive, Aurora, mile 34.12 Newmarket Sd., Ont	C.N.R.	80	5,960.00
Two flashing light signals and bell	2nd crossing south of station at Talding, mile 141.16 Bala Sd., Ont	C.N.R.	80	4,920.00
Two flashers and bell in lieu of wig wags	Highway No. 20, St. Stanislas, Que	N.Y.C.	80	2,710.00
Two flashing light signals and bell	Nairn Ave., Winnipeg, mile 64.86 Lac du Bonnet Sd., Man	C.P.R.	80	10,160.00
Two flashers and bell in lieu of wig wags	Primeau Rd., Primeau, mile 12 Adirondack Sd., Que	N.Y.C.	80	2,570.00
Changes to circuits of protection	Wellington St., Aurora, mile 30.04 Newmarket Sd., Ont	C.N.R.	80	2,640.00
Two flashing light signals and bell	Rosseau Rd., Twp. of Foley, mile 145.1 Bala Sd., Ont	C.N.R.	80	4,904.00
Two flashing light signals and bell	County Rd., No. 27, near Paris, mile 27.66 Dundas Sd., Ont	C.N.R.	80	13,320.00
Two flashing light signals and bell	Crossing at Champlain, mile 94.8 Quebec Sd., Que	C.P.R.	80	9,480.00
Two flashing light signals and bell	Highway No. 3, St. Jean Baptiste de Nicolet, mile 29.41 Yamaska Sd., Que	C.N.R.	80	5,600.00
Changes to circuits and synchronization of highway traffic signals	Regent St., Sudbury, mile 0.96 Webbwood Sd., Ont	C.P.R.	80	5,316.00
Two flashers and bell with special circuits	Highway No. 29, Terrebonne, mile 19.28 Trois Rivieres Sd., Que	C.P.R.	80	8,500.00
Improve approach grades	Crossing bet. Lots 12 and 13, Con. 2, Twp. of Lobo, mile 7.30 Windsor Sd., Ont	C.P.R.	80	1,032.00

STATEMENT 7—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION AND IMPROVEMENTS TO VIEW—*Continued*

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashing light signals and bell	Highway No. 33, east of L'Epiphanie, mile 23.65 Trois Rivieres Sd., Que.	C.P.R.	80	7,200.00
Two flashing light signals and bell	Highway No. 36, Taber, mile 75.67 Taber Sd., Alta.	C.P.R.	80	8,480.00
Improve approach grades	Centre St., Richmond, mile 21.11 Bala Sd., Ont.	C.N.R.	80	5,044.00
Improve sight lines	Crossing at mile 280.28 Bishops Falls Sd., Nfld.	C.N.R.	80	160.00
Two flashing light signals and bell	Highway No. 30, Kapasiwin, mile 42.88 Wabamun Sd., Alta.	C.N.R.	80	7,840.00
Two flashing light signals and bell	Highway No. 53, Ste. Germaine, mile 45.4 Chaudiere Sd., Que.	Q.C.R.	80	9,600.00
Two flashing light signals and bell	Highway No. 6, Escuminac, mile 25.42 Chaudiere Sd., Que.	C.N.R.	80	6,160.00
Two flashing light signals and bell	Highway No. 13 Abercorn, mile 25.9 Newport Sd., Que.	C.P.R.	80	6,880.00
Two flashers and bell in lieu of danger sign and bell	Route de la Station, Ste. Justine, mile 68.1 Alexandria Sd., Que.	C.N.R.	80	7,096.00
Two flashing light signals and bell	Highway No. 3, St. Francois du Lac, mile 11.35 Yamaska Sd., Que.	C.N.R.	80	7,680.00
Two flashing light signals and bell	1st crossing east of station at Lac aux Sables, mile 16.65 Grand'mere Sd., Que.	C.N.R.	80	7,040.00
Two flashers and bell in lieu of wig wags	Main St., Maxville, mile 91.3 Alexandria Sd., Que.	C.N.R.	80	9,280.00
Two flashing light signals and bell	Highway No. 9C, St. Constant, mile 18.77 Massena Sd., Que.	C.N.R.	80	6,824.00
Two flashing light signals and bell	Main St., Gatineau, mile 111.91 Lachute Sd., Que.	C.P.R.	80	13,080.00
Two flashing light signals and bell	Ste. Anne River Rd., and St. Marc St. Casimer Rd., Casimir, mile 42.33 La Tuque Sd., Que.	C.N.R.	80	5,096.00
Two flashing light signals and bell	First St., County of St. Jean, mile 31.45 Rouses Point Sd., Que.	C.N.R.	80	6,288.00
Two flashing light signals and bell	Highway No. 5, east of Dosquet, mile 19.8 Danville Sd., Que.	C.N.R.	80	10,320.00
Two flashers, 2 short arm gates and bell	1st crossing north of Lacadie, mile 24.55 Adirondack Sd., Que.	C.P.R.	80	31,040.00
Two flashers and bell in lieu of wig wags	Highway No. 2, east of Port Hope, mile 36.78 Oshawa Sd., Ont.	C.P.R.	80	7,200.00
Two flashing light signals and bell	Gibson St., Fredericton, mile 58.70 Gibson Sd., N.B.	C.P.R.	80	8,900.00
Two flashers, 2 short arm gates and bell in lieu of wig wags	Don Mills Road, Toronto, mile 101.88 Oshawa Sd., Ont.	C.P.R.	80	28,600.00
Two flashers and bell	Highway No. 45, Colombourg, mile 22.06 Macamic Sd., Que.	C.N.R.	80	6,560.00
Two flashing light signals and bell	Highway No. 43, Norbert, mile 90.61 Grand'Mere Sd., Que.	C.N.R.	80	6,384.00
Two flashers and bell in lieu of wig wags	Highway No. 2, Belleville, mile 94.31 Belleville Sd., Ont.	C.P.R.	80	3,840.00
Two flashers and bell in lieu of wig wags	Merry Street, Magog, Que.	C.P.R.	80	11,560.00
Two flashing light signals and bell	7th Street, Val d'Or, mile 36.45 Val d'Or, Que.	C.N.R.	80	12,320.00
Two flashers and bell in lieu of wig wags	Highway No. 2, near Belleville, mile 90.05 Belleville Sd., Ont.	C.P.R.	80	5,200.00
Changes to circuits of protection	Highway No. 3, west of Grand Forks, mile 94.48 Boundary Sd., B.C.	C.P.R.	80	2,000.00
Two flashing light signals and bell	Highway No. 6, near Dafoe, mile 15.1 Sutherland Sd., Sask.	C.P.R.	80	7,680.00
Improve sight lines	Crossing in Twp. of Goderich, mile 42.51 Goderich Sd., Ont.	C.N.R.	80	4,320.00
Two flashing light signals and bell	Highway No. 45, Villemontel, mile 57.08 Amos Sd., Que.	C.N.R.	80	5,328.00
Two flashing light signals and bell	Highway No. 10, Rosedale, mile 57.2 Drumheller Sd., Alta.	C.N.R.	80	10,600.00
Two flashing light signals and bell	Highway No. 25, St. Valier, mile 91.41 Montmagny Sd., Que.	C.N.R.	80	12,120.00
Two flashing light signals and bell	Newville-St. Raymond Rd., Pointe-aux-Trembles, mile 16.25 La Tuque Sd., Que.	C.N.R.	80	5,032.00
Two flashing light signals and bell	Crossing at Drummond, mile 71.19 Grand Falls Sd., N.B.	C.N.R.	80	7,520.00
Two flashing light signals and bell	Welland St., Port Colborne, mile 18.92 Dunnville Sd., Ont.	C.N.R.	80	8,320.00
Two flashing light signals and bell	Highway No. 8, Doaktown, mile 47.28 Nashwaak Sd., N.B.	C.N.R.	80	7,200.00

Two flashing light signals and bell	Belmont Rd., Baker Brook, mile 12.38 Glendyne Sd., N.B.	C.N.R.	80	7,600.00
Two flashing light signals and bell	Porter Cove Rd., Ludlow, mile 58.47 Nashwaak Sd., N.B.	C.N.R.	80	7,120.00
Improve approach grades	Crossing in Twp. of Amaranth, mile 3.93 Owen Sound Sd., Ont.	C.P.R.	80	576.00
Two flashers and bell with special circuits	Highway No. 1, Lawrencetown, mile 37.18 Kentville Sd., N.S.	D.A.R.	80	16,800.00
Improve approach grades	Crossing near Orangeville, mile 7.36 Teeswater Sd., Ont.	C.P.R.	80	2,760.00
Two flashers, 2 gates and bell	Munroe's Side Road, Beachville, mile 56.24 Dundas Sd., Ont.	C.N.R.	80	32,440.00
Improve approach grades	Crossing in Twp. of Amaranth, mile 4.49 Teeswater Sd., Ont.	C.P.R.	80	440.00
Improve approach grades	Crossing in Twp. of Lobo, mile 12.09 Windsor Sd., Ont.	C.P.R.	80	632.00
Two flashing light signals and bell	Highway No. 10, Bic, mile 28.58 Rimouski Sd., Que.	C.N.R.	80	8,000.00
Two flashing light signals and bell	Leonida Ave., Rimouski, mile 17.01 Rimouski Sd., Que.	C.N.R.	80	7,440.00
Improve approach grades	Near Clinton, Twp. of Goderich, mile 42.66 Goderich Sd., Ont.	C.N.R.	80	640.00
Two flashing light signals and bell	Barker St., Fredericton, mile 108.99 Nashwaak Sd., N.B.	C.N.R.	80	12,000.00
Two flashing light signals and bell	St. Esprit Rd., Parish of L'Epiphanie, mile 11.35 l'Assomption Sd., Que.	C.N.R.	80	6,128.00
Two flashing light signals and bell	2nd crossing east of station at Senneterre, mile 137.9 Oskelaneo Sd., Que.	C.N.R.	80	6,792.00
Improve approach grades	Crossing at Burlington, mile 29.53 Oakville Sd., Ont.	C.N.R.	80	1,360.00
Improve approach grades	Twp. of King, mile 26.10 Newmarket Sd., Ont.	C.N.R.	80	800.00
Two flashing light signals and bell	County Rd., No. 28, Kinburn, mile 28.34 Renfrew Sd., Ont.	C.N.R.	80	9,240.00
Two flashing light signals and bell	Beaver Bank Rd., mile 2.91 Halifax Sd., N.S.	D.A.R.	80	7,260.00
Changes to protection	St. Croix Blvd, St. Laurent, mile 40.48 L'Assomption Sd., Que.	C.N.R.	80	3,840.00
Two flashers, 2 short arm gates and bell	Burnham St., Cobourg, mile 265.05 Oshawa Sd., Ont.	C.N.R.	80	17,880.00
Two flashing light signals and bell	Highway No 4, Ayrness, mile 37.95 Alexandria Sd., Que.	C.N.R.	80	5,440.00
Two flashing light signals and bell	Highway No. 7, near Pym, mile 61.9 Rosetown Sd., Sask.	C.N.R.	80	5,680.00
Improve approach grades	Crossing in Twp. of Pittsburg, mile 168.96 Gananoque Sd., Ont.	C.N.R.	80	960.00
Two flashing light signals and bell	Highway No. 2, near Chamberlain, mile 53.6 Craik Sd., Sask.	C.N.R.	80	9,600.00
Two flashing light signals and bell	3rd Ave., Owen Sound, mile 70.28 Owen Sound Sd., Ont.	C.N.R.	80	6,360.00
Two flashing light signals and bell	Highway No. 6, near Rowatt, mile 107.9 Lewvan Sd., Sask.	C.N.R.	80	11,480.00
Two flashing light signals and bell	Highway No. 7, near Grandora, mile 72.8 Asquith Sd., Sask.	C.N.R.	80	7,040.00
Two flashing light signals and bell	Alder Point Rd., mile 92.11 Sydney Sd., N.S.	C.N.R.	80	8,960.00
Two flashing light signals and bell	Highway No. 27, St. Croix, mile 4.33 Mattawamkeag Sd., N.B.	C.P.R.	80	7,840.00
Two flashing light signals and bell	Highway No. 2, near Red Deer, mile 0.4 Red Deer Sd., Alta.	C.N.R.	80	7,920.00
Two flashing light signals and bell	Highway No. 14, Juniata, mile 87.8 Asquith Sd., Sask.	C.N.R.	80	6,920.00
Two flashers and bell in lieu of danger sign and bell	St. Isidore Street, Casselman, mile 104.48 Alexandria Sd., Ont.	C.N.R.	80	5,220.00
Two flashing light signals and bell with special circuits	Highways 9 and 10, Barkers Point, mile 0.43 Minto Sd., N.B.	C.P.R.	80	7,160.00
Two flashing light signals and bell	Highway No. 28, near Blissville, mile 40.21 St. John Sd., N.B.	C.P.R.	80	6,880.00
Two flashers and bell in lieu of wig wags	Crossing west of James River, mile 73.04 Hopewell Sd., N.S.	C.N.R.	80	4,960.00
Two flashers and bell on main line and a two unit flasher on siding	Aylesford Rd., Kings County, mile 17.35 Kentville Sd., N.S.	D.A.R.	80	17,600.00
Two flashers and bell in lieu of wig wags	Highway No. 4, east of James River, mile 75.74 Hopewell Sd., N.S.	C.N.R.	80	4,880.00
Improve approach grades	Crossing in Parish of St. Henri de Mascouche, mile 16.34 Trois Rivieres Sd., Que.	C.P.R.	80	4,265.00
Two flashing light signals and bell	Crossing at Upper Caraquet, mile 42.49 Caraquet Sd., N.B.	C.N.R.	80	7,200.00
Two flashing light signals and bell	Cowie St., Granby, mile 46.31 Granby Sd., Que.	C.N.R.	80	7,840.00
Two flashing light signals and bell	Highway No. 8, East Bathurst, mile 4.11 Caraquet Sd., N.B.	C.N.R.	80	7,360.00
Two flashing light signals and bell	Highway No. 41, mile 15.29 St. Stephen Sd., N.B.	C.P.R.	80	6,880.00
Two flashers and bell in lieu of mechanical gates	Front St., Belleville, mile 92.09 Belleville Sd., Ont.	C.P.R.	80	10,400.00
Two flashing light signals and bell	Auld's Cove, mile 7.09 Sydney Sd., N.S.	C.N.R.	80	7,840.00
Two flashing light signals and bell	Lockerby's Crossing, mile 35.7 Oxford Sd., N.S.	C.N.R.	80	6,160.00
Two flashing light signals and bell	Highway No. 12, east of Chester Basin, mile 53.6 Chester Sd., N.S.	C.N.R.	80	6,400.00
Two flashing light signals and bell	Point Tupper Rd., mile 13.11 Sydney Sd., N.S.	C.N.R.	80	6,240.00

STATEMENT 7- CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION AND IMPROVEMENTS TO VIEW—*Concluded*

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashing light signals and bell	Highway No. 3, East Jordan, mile 42.88 Yarmouth Sd., N.S.	C.N.R.	80	6,160.00
Installation of circuit with push buttons in lieu of tower men	Brookdale Ave., Cornwall, mile 68.53 Cornwall Sd., Ont.	C.N.R.	80	4,432.00
Two flashing light signals and bell	Highway No. 3, mile 87.90 Yarmouth Sd., N.S.	C.N.R.	80	6,160.00
Two flashing light signals and bell	Airsi Ave., Montreal, Longue Point Sd., Que.	C.N.R.	80	10,400.00
Two flashers and bell with extra circuits	West St., Trenton, mile 0.19 Oshawa Sd., Ont.	C.P.R.	80	9,760.00
Two flashers, 2 gates and bell	Walkers Line Rd., Burlington, mile 29.53 Oakville Sd., Ont.	C.N.R.	80	35,360.00
Two flashing light signals and bell	Highway No. 6, Raymore, mile 83.5 Touchwood Sd., Sask.	C.N.R.	80	9,440.00
Two flashers and bell in lieu of wig wags	St. John St., New Glasgow, N.S.	C.N.R.	80	4,880.00
Two flashing light signals and bell	Route 11, Upper Caraquet, mile 44.31 Caraquet Sd., N.B.	C.N.R.	80	7,360.00
Two flashers and bell in lieu of wig wags	Bridge St., St. Leonard, mile 87.61 Grand Falls Sd., N.B.	C.N.R.	80	8,400.00
Four flashers, 4 gates and 2 bells in lieu of Manual gates	Brant St., Burlington, Ont.	C.N.R.	80	13,040.00
Two flashing light signals and bell	Crossing bet. Twps. of Ora and Orillia, mile 80.83 Newmarket Sd., Ont.	C.N.R.	80	5,776.00
Changes to circuits of protection	Harris Rd., Pitt Meadows, mile 107.35 Cascade Sd., B.C.	C.P.R.	80	1,920.00
Two flashers, 2 short arm gates and 2 bells	Dawson Rd., St. Boniface, mile 149.92 Sprague Sd., Man.	C.N.R.	80	18,400.00
Improve approach grades	Galloway Rd., Twp. of Scarborough, mile 320.95 Oshawa Sd., Ont.	C.N.R.	80	1,120.00
Two flashers, 2 short arm gates and two bells	Archibald St., St. Boniface, mile 151.25 Sprague Sd., Man.	C.N.R.	80	21,920.00
Two flashing light signals and bell	Marion Ave., St. Boniface, Man.	C.P.R.	80	8,840.00
Two flashers, 2 short arm gates and bell	Nation St., St. Boniface, mile 150.36 Sprague Sd., Man.	C.N.R.	80	16,000.00
Improve sight lines	Crossing in Twp. of Belmont, mile 2.26 Peterborough Sd., Ont.	C.P.R.	80	640.00
Four flashers, 2 gates and bell	Pleasant Park Rd., Ottawa, mile 2 Sussex Street Sd., Ont.	C.N.R.	80	10,696.00
		C.P.R.	80	14,720.00
Two flashers, 2 gates and 2 bells	Billings Ave., Ottawa, mile 2.06 Beachburg Sd., and 2.09 Sussex St., Sd., Ont.	C.N.R.	80	10,504.00
		C.P.R.	80	12,800.00
Two flashing light signals and bell	Elizabeth Rd., St. Boniface, mile 2.34 Emerson Sd., Man.	C.P.R.	80	6,360.00
Two flashing light signals and bell	Fitch St., Welland, mile 15.77 Welland Sd., Ont.	N.S.C.T.	80	7,200.00
Two flashing light signals and bell	Crossing south of Tottenham, mile 33.24 MacTier Sd., Ont.	C.P.R.	80	9,560.00
Two flashing light signals and bell	Highway No. 48, Mount Albert, mile 40.72 Bala Sd., Ont.	C.N.R.	80	10,320.00
Two flashing light signals and bell	Windsor Jct. Rd., mile 1.78 Dartmouth Sd., N.S.	C.N.R.	80	6,160.00
Two flashers and bell in lieu of danger sign and bell	St. Albert St., Casselman, mile 104.45 Alexandria Sd., Ont.	C.N.R.	80	5,220.00
Two flashing light signals and bell	Highway No. 10, Ashville, mile 11.27 Togo Sd., Man.	C.N.R.	80	7,960.00
Two flashing light signals and bell	County Rd., north of Baxter, mile 51.85 MacTier Sd., Ont.	C.P.R.	80	11,080.00
Two flashing light signals and bell	Suburban Rd., No. 62, near Warden, mile 34.02 Fergus Sd., Ont.	C.N.R.	80	6,520.00
Two flashing light signals and bell	County Road north of Alliston, mile 49 MacTier Sd., Ont.	C.P.R.	80	8,400.00
Two flashing light signals and bell	County Road No. 14, east of Leas, mile 60.91 Belleville Sd., Ont.	C.P.R.	80	8,500.00
Two flashers, 2 gates and bell	McGuires Crossing, mile 16.02 Bedford Sd., N.S.	C.N.R.	80	11,600.00
Two flashers, 2 gates and bell	Galloway Rd., east of Scarborough, mile 320.95 Oshawa Sd., Ont.	C.N.R.	80	17,472.00
Two flashing light signals and bell	Crossing at Morden, mile 80.4 La Riviere Sd., Man.	C.P.R.	80	7,320.00
Two flashers, 2 gates and bell	Haines Rd., Twp. of Toronto, mile 13.62 Galt Sd., Ont.	C.P.R.	80	48,960.00
Two flashing light signals and bell	Laurin Blvd, Templeton, mile 109.73 Lachute Sd., Que.	C.P.R.	80	10,720.00
Two flashing light signals and bell	Highway No. 17-536, mile 8.91 Webbwood Sd., Ont.	C.P.R.	80	6,880.00
Two flashers and bell with additional lights	Highway No. 36, east of Lavoy, mile 44.68 Vegreville Sd., Alta.	C.N.R.	80	5,360.00
Two flashing light signals and bell	Highway No. 64, Rutter, mile 90.5 Parry Sound Sd., Ont.	C.P.R.	80	12,000.00
Two flashing light signals and bell	Hurtle Rd., mile 92.6 Chester Sd., N.S.	C.N.R.	80	6,400.00

Two flashing light signals and bell	Highway No. 9, west of Orangeville, mile 1.42 Owen Sound Sd., Ont	C.P.R.	80	7,760.00
Two flashing light signals and bell	Road No. 7, Yamachiche, mile 68.04 Trois Rivieres Sd., Que	C.P.R.	80	7,620.00
Two flashing light signals and bell	Highway No. 6, mile 30.2 Hagersville Sd., Ont	C.N.R.	80	5,640.00
Two flashing light signals and bell	D'Arcy-Farnham Rd., mile 35.95 Granby Sd., Que	C.N.R.	80	5,264.00
Three flashers, 3 gates and 2 bells	McGowan Rd., mile 323.63 Oshawa Sd., Ont	C.N.R.	80	30,960.00
Two flashing light signals and bell	Sand Beach Crossing, mile 135.61 Yarmouth Sd., N.S	C.N.R.	80	7,360.00
Two flashers, 2 gates and bell	Onslow Rd., mile 2.47 Springhill Sd., N.S	C.N.R.	80	11,120.00
Two flashing light signals and bell	County Rd. No. 7, north of Shannonville, mile 84.03 Belleville Sd., Ont	C.P.R.	80	6,080.00
Two flashing light signals and bell	Highway No. 2, Nampa, mile 30.2 Peace River Sd., Alta	N.A.R.	80	8,140.00
Two flashing light signals and bell	Highway No. 2, north of Clairmont, mile 42.1 Grande Prairie Sd., Alta	N.A.R.	80	7,460.00
Two flashing light signals and bell	Highway No. 54, Innisfil, mile 75.12 Red Deer Sd., Alta	C.P.R.	80	10,680.00
Ten flashing light signals and bell	Stroud, Ewen Rd., Broadway, Leland and Emerson Avenues, Hamilton, Ont	T.H.B.	80	26,487.00
Two flashing light signals and bell	Highway No. 59, Norwich, mile 22.43 Bereford Sd., Ont	C.N.R.	80	4,840.00
Two flashing light signals and bell	Crossing at Batiscan, mile 101.75 Quebec Sd., Que	C.P.R.	80	9,720.00
Two flashing light signals and bell	Highway No. 12, near Stettler, mile 51.22 Stettler Sd., Alta	C.N.R.	80	11,200.00
Improve approach grades	Crossing in Twp. of Harwich, mile 56.77 Chatham Sd., Ont	C.N.R.	80	285.00
Two flashing light signals and bell	Hutton Side Rd., London, mile 2.32 Windsor Sd., Ont	C.P.R.	80	8,080.00
Two flashers and bell in lieu of wig wags	Highway No. 14, Belleville, Ont	C.P.R.	80	3,840.00
Two flashing light signals and bell	Highway No. 4, Glen, mile 9.14 Walkerton Sd., Ont	C.P.R.	80	7,488.00
Two flashing light signals and bell	Highway No. 4, Maple Hill at Hanover, mile 32.85 Walkerton Sd., Ont	C.P.R.	80	6,880.00
Two flashing light signals and bell	Highway No. 16, Kemptville, mile 29.84 Prescott Sd., Ont	C.P.R.	80	9,520.00
Two flashers and bell in lieu of wig wags	Lonsdale, mile 77.3 Belleville Sd., Ont	C.P.R.	80	3,760.00
Two flashing light signals and bell	Highway No. 19, Shakespeare, mile 81.58 Brampton Sd., Ont	C.N.R.	80	6,544.00
Two flashers, 2 gates in lieu of wig wags and bell	Dixie Rd., Twp. of Toronto, mile 12.58 Galt Sd., Ont	C.P.R.	80	39,040.00
Two flashing light signals and bell	Highway No. 39, near Belle River, mile 92.81 Windsor Sd., Ont	C.P.R.	80	8,680.00
Two flashing light signals and bell	Helena St., Port Erie, mile 3.28 Dunnville Sd., Ont	C.N.R.	80	7,536.00
Two flashing light signals and bell	Highway No. 19, north of Stratford, mile 2.46 Newton Sd., Ont	C.N.R.	80	5,304.00
Two flashing light signals and bell	Highway No. 2, near Dunmirt, mile 108.96 Grande Prairie Sd., Alta	N.A.R.	80	12,080.00
Two flashing light signals and bell	St. Paul's, mile 5.3 Thorndale Sd., Ont	C.N.R.	80	6,856.00
Two flashers and bell with extra lights	Highway No. 12, Lacombe, mile 18.47 Leduc Sd., Alta	C.P.R.	80	12,400.00
Two flashing light signals and bell	Suburban Rd., No. 93, Wallenstein, mile 51.78 Goderich Sd., Ont	C.P.R.	80	7,600.00
Two flashers, 2 gates and bell	Lougheed Highway, Dewdney, mile 81.48 Cascade Sd., B.C	C.P.R.	80	10,600.00
Two flashing light signals and bell	Heron Rd., Ottawa, mile 3.34 Beachburg Sd., Ont	C.N.R.	80	8,000.00
Two flashers, 2 gates and bell	Highway No. 544, Larchwood, mile 95.73 Cartier Sd., Ont	C.P.R.	80	30,600.00
Two flashers and bell in lieu of existing protection	Beauce St., Beauharnois, mile 43.7 Mohawk and St. Lawrence Div., Que	N.Y.C.	80	4,755.00
Two flashing light signals and bell	Black Rd., Twp. of Foley, mile 13.67 Parry Sound Sd., Ont	C.P.R.	80	7,480.00
Two flashing light signals and 2 bells	Highway No. 38, Harrowsmith, Ont	C.N. & C.P.	80	10,672.00
Two flashing light signals and bell	Stevenson St., Guelph, mile 30.58 Goderich Sd., Ont	C.P.R.	80	7,280.00
Two flashers and bell in lieu of existing protection	Joseph St., Beauharnois, mile 43.1 Mohawk and St. Lawrence Div., Que	N.Y.C.	80	6,255.00
Two flashing light signals and bell	Highway No. 99, west of Lynden, mile 15.80 Dundas Sd., Ont	C.N.R.	80	15,024.00
Two flashing light signals and bell	E.C. Row Ave., Twp. of Sandwich East, Ont	C.P.R.	80	8,200.00
	Total			2,329,226.20
	Adjustments made to cover increased grants for projects approved prior to 1958			32,545.10
	Grand Total			2,361,771.30

STATEMENT 8—SHOWS THE DIFFERENT WORKS WHICH WERE APPROVED FOR CONSTRUCTION AFTER STUDY OF THE APPLICATIONS AND PLANS, CHECKING OF ESTIMATES, INVESTI GROUND AND CONFERENCES WITH THE IN

	Construction and Operation over branch lines and Industrial Spurs	Highway Crossings Approved	Highway Crossings Closed	Pedestrian Crossings	Widen Crossings	Overhead Bridges and Subways	Reconstruct Overhead Bridges and Subways	Highway diversions	Crossings protected by Flashing, Light Signals and bell	Changes to Operating circuits of Automatic protection	Electrically Controlled gates and flashing lights	Improve view and grades of approach	Manually controlled gates	Crossings protected by Flagmen	Relocation of Xings	Railway Bridges	Less than standard clearances	Interlocking plant and changes to interlockers	Operation through interlockers
British Columbia	11	20	10	1	2	8	3	3	3	6	2	...	....	1	3	5	3	3	....
Alberta	19	30	7	....	7	4	1	....	14	4	....	....	....	....	3	11	2	1	....
Saskatchewan	8	28	19	....	32	2	...	....	10	3	....	....	....	....	5	3	....	1	3
Manitoba	18	25	5	....	14	1	...	....	9	2	6	1	....	....	3	5	....	1	3
Ontario	33	47	21	3	13	13	10	4	83	47	30	22	1	3	8	9	15	9	4
Quebec	6	25	5	1	10	14	3	2	56	12	1	1	....	....	1	13	4	2	1
New Brunswick	6	9	9	....	....	7	...	2	16	....	....	....	....	....	....	....	3	....	....
Nova Scotia	1	2	4	....	....	2	1	1	21	1	2	....	....	....	....	3	....	....	....
Prince Edward Island	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Newfoundland	....	1	3	....	....	3	....	1	3	....	....	2	....	....	....	2	...	....	....
Totals	102	187	83	5	78	54	18	13	215	75	41	26	1	4	23	51	26	17	11

BY ORDER OF THE BOARD ON RECOMMENDATION OF THE ENGINEERING DEPARTMENT
GATION OF COMPLAINTS AND ACCIDENTS, AND IN MANY CASES INSPECTION ON THE
TERESTED PARTIES, DURING THE YEAR 1958.

Location of telephone lines	Exemption from fencing and cattle guards	Approval and changes to CTC and block signals	Relocate Railway lines	Railway connections	Location of Railway lines	Operation over and under bridges	Abandonment of lines (Railway)	Opening for traffic (Railway)	Mining under Railways	Tunnels	Drilling of Wells	Operation through Rocksheds	Water, gas, etc. over and under Railways	Pipe xings under and over Company pipe lines	Location of Company pipe lines	Route Maps—pipe lines	Pipe lines under rivers	Road and Railway Xings over pipe lines	Opening for Transportation of oil and gas (Pipe Lines)	Ditches across pipe lines	Wire Xings of pipe lines and Railways	Deviation of pipe lines	Totals
....	3	3	2	1	....	43	2	....	....	....	....	....	17	16	11	1	....	20	3	....	22	2	230
....	16	....	....	....	....	21	....	....	....	....	....	....	5	2	1	2	....	....	1	....	....	....	151
....	53	....	1	1	....	2	....	....	....	....	....	....	3	29	....	....	....	5	3	....	10	3	224
....	23	4	....	....	....	8	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	128
1	11	8	4	....	....	43	1	3	....	....	....	....	31	21	28	2	50	8	19	....	4	22	631
2	1	7	5	....	....	15	....	2	....	....	....	....	2	....	....	....	....	1	....	....	1	....	193
....	1	1	1	....	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	57
....	....	....	....	....	....	2	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	41
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....
....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	17
3	108	25	13	2	....	137	4	5	....	....	....	....	58	68	40	5	50	34	26	....	37	27	1,672

OPERATING DEPARTMENT

STATEMENT No. 1.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED ON RAILWAYS UNDER THE BOARD'S JURISDICTION FOR THE YEAR ENDED DECEMBER 31st, 1958

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Canadian National	.....	168	26	812	164	433	1,261	190	1,413
Canadian Pacific	2	338	12	944	106	270	1,457	120	1,552
Algoma Central & Hudson Bay	.....	.....	.....	14	1	3	18	1	17
British Columbia Electric	.....	.....	.....	.....	.....	1	1	.....	1
Chesapeake & Ohio	.....	.....	.....	.....	2	3	4	2	3
Dominion Atlantic	.....	6	.....	5	4	8	15	4	19
Lapointe & Nipigon	.....	.....	.....	4	.....	2	5	.....	6
Essex Terminal	.....	.....	.....	8	.....	6	11	.....	14
Grand River	.....	.....	.....	4	.....	1	5	.....	5
Great Northern	.....	3	.....	10	4	4	16	4	17
Lake Erie & Northern	.....	.....	.....	1	.....	1	2	.....	2
London & Port Stanley	.....	.....	.....	.....	1	1	1	1	1
Midland Rly. of Manitoba	.....	.....	.....	.....	.....	2	1	.....	2
Napierville Junction	.....	1	.....	2	.....	.....	3	.....	3
New York Central	.....	1	1	2	10	16	12	11	19
Niagara, St. Catharines & [illegible]	.....	.....	.....	.....	.....	6	3	.....	6
Nipissing Central	.....	1	.....	3	.....	1	5	.....	5
Northern Alberta	.....	1	1	75	1	2	73	2	78
Oshawa	.....	.....	.....	.....	.....	2	1	.....	2
Quebec Central	.....	7	.....	5	2	4	13	2	16
Sydney & Louisburg	.....	.....	.....	4	1	7	8	1	11
Toronto, Hamilton & Buffalo	.....	.....	.....	3	4	1	7	4	4
Toronto Terminals	.....	2	.....	.....	.....	.....	1	.....	2
White Pass & Yukon	.....	.....	.....	10	.....	.....	2	.....	10
Totals	2	528	40	1,906	300	774	2,925	342	3,208

STATEMENT No. 2—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31st, 1958

Classification of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Derailment		51	2	61	1	2	35	3	114
Collision head-on				14			7		14
Collision rear-end		2	5	14		2	7	5	18
Collision, miscellaneous				3			2		3
Collision with cars account open switch		11		10			2		21
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards				8			8		8
Sideswipes		1		3			3		4
Public highway crossing protected by gates—manual		2		1	3	4	9	3	7
Public highway crossing protected by gates—automatic					3	8	7	3	8
Public highway crossing protected by bell					3	8	7	3	8
Public highway crossing protected by bell and wigwag				7	20	35	38	20	42
Public highway crossing protected by flashing lights and bell				5	14	80	54	14	85
Public highway crossing protected by watchmen						1	1		1
Public highway crossing unprotected		2		21	145	488	400	145	511
Private crossing				6	25	40	53	25	46
Trespassing					82	63	144	82	63
Working on or about engine				89			87		89
Miscellaneous		20	2	308	1	13	333	3	341
Adjusting couplers, coupling and uncoupling			3	58			61	3	58
Run down by engine or car between stations			3	3			5	3	3
Handcar—accidents caused by handcar, motor or velocipede			2	187	2	1	125	4	188
Handcar, motor-car, velocipede struck by train			3	19		2	19	3	21
Crossing between cars			1	5			6	1	5
Struck by engine or cars on adjoining track				7			7		7
Struck by switch stand, water spout, mail crane or other projection				8		1	9		9
Crushed between cars and buildings, lumber piles				15			15		15
Locomotive accidents where defect involved				6			6		6
Getting on and off passenger trains		113		2		1	114		116
Injured when taking fuel or water				17			17		17
Rough coupling		8		52		3	50		63
Riding on pilot or footboard of engine				4			4		4
Obstructions, overhead and on ground			3	10		2	15	3	12
Repairing cars on repair track when moved				1			1		1
Falling off top of car			4	14			18	4	14
Application and handling of air brakes, starting and stopping of trains, adjusting slack		32		118		1	134		151
Employees getting off train			1	236			237	1	236
Employees boarding train			2	99			101	2	99
Slipping on ice				42			42		42

STATEMENT No. 2 PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31st, 1958—*Concluded*

Classification of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Doors closing and other minor accidents in baggage cars and coaches	.....	262	.....	145	.....	3	410	.....	410
Run down by engine or cars at stations or in yards	.....	2	7	18	1	3	31	8	23
Caught by engine or car while throwing switch	.....	.....	.....	1	.....	.....	1	.....	1
Falling off side or end ladders of cars	.....	.....	.....	63	.....	1	64	.....	64
Handbrake accidents while working handbrake	.....	.....	.....	79	.....	3	81	.....	82
Handling freight or baggage	.....	.....	.....	29	.....	.....	29	.....	29
Loading and unloading O.C.S., materials	.....	.....	.....	32	.....	.....	32	.....	32
Work train equipment	.....	.....	1	23	.....	.....	21	1	23
Cars moved while being loaded or unloaded	.....	.....	.....	3	.....	3	5	.....	6
Carmen working on or under cars on running track when moved	.....	.....	.....	1	.....	.....	1	.....	1
Coupling or uncoupling hose	.....	.....	.....	24	.....	.....	24	.....	24
Turning angle-cock	.....	.....	.....	9	.....	.....	9	.....	9
Loads shifting in transit or switching	.....	.....	.....	2	.....	.....	2	.....	2
Falling or jumping off passenger train between stations	2	6	1	2	.....	.....	11	3	8
Cars running away not under control	.....	12	.....	7	.....	1	7	.....	20
Individual derailment of equipment in yard tracks	.....	.....	.....	6	.....	.....	6	.....	6
Accidents as a result of handling explosives and other dangerous articles	.....	.....	.....	.....	.....	5	1	.....	5
Fires occurring in passenger train equipment	.....	.....	.....	1	.....	.....	1	.....	1
Accidents as a result of train breaking in two	.....	4	.....	8	.....	.....	6	.....	12
Totals	2	528	40	1,906	300	774	2,925	342	3,208

STATEMENT No. 3.—NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1958

Classification of Accident	C.N.R.			C.P.R.			Miscellaneous railways			Total		
	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Derailment	28	3	77	5	.....	32	2	.....	5	35	3	114
Collision head-on	6	.....	13	1	.....	1	.....	.....	.....	7	.....	14
Collision rear-end	5	1	12	1	4	4	1	.....	2	7	5	18
Collision, miscellaneous	1	.....	2	.....	.....	.....	1	.....	1	2	.....	3
Collision with cars account open switch	1	.....	12	1	.....	9	.....	.....	.....	2	.....	21
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards	8	.....	8	.....	.....	.....	.....	.....	.....	8	.....	8
Sideswipe	2	.....	3	1	.....	1	.....	.....	.....	3	.....	4
Public highway crossing protected by gates—manual	6	3	3	3	.....	4	.....	.....	.....	9	3	7
Public highway crossing protected by gates—automatic	4	2	6	3	1	2	.....	.....	.....	7	3	8
Public highway crossing protected by bell	4	3	4	3	.....	4	.....	.....	.....	7	3	8
Public highway crossing protected by bell and wigwag	19	6	19	13	6	19	6	8	4	38	20	42
Public highway crossing protected by flashing lights and bell	34	6	56	13	6	24	7	2	5	54	14	85
Public highway crossing protected by watchmen	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Public highway crossing unprotected	219	74	277	144	55	173	37	16	61	400	145	511
Private crossing	40	18	39	12	6	7	1	1	.....	53	25	46
Trespassing	80	49	32	58	31	27	6	2	4	144	82	63
Working on or about engine	26	.....	26	53	.....	55	8	.....	8	87	.....	89
Miscellaneous	138	1	140	157	2	162	38	.....	39	333	3	341
Adjusting couplers, coupling and uncoupling	29	3	26	30	.....	30	2	.....	2	61	3	58
Run down by engine or car between stations	4	2	2	1	1	1	.....	.....	.....	5	3	3
Handcar—accidents caused by handcar, motor or velocipede	62	3	105	52	.....	62	11	1	21	125	4	188
Handcar, motor-car, velocipede struck by train	13	3	15	3	.....	3	3	.....	3	19	3	21
Crossing between cars	2	1	1	3	.....	3	1	.....	1	6	1	5
Struck by engine or cars on adjoining track	2	.....	2	4	.....	4	1	.....	1	7	.....	7
Struck by switch stand, water spout, mail crane or other projection	3	.....	3	6	.....	6	.....	.....	.....	9	.....	9
Crushed between cars and buildings, lumber piles	7	.....	7	6	.....	6	2	.....	2	15	.....	15
Locomotive accidents where defect involved	3	.....	3	2	.....	2	1	.....	1	6	.....	6
Getting on and off passenger trains	33	.....	34	79	.....	80	2	.....	2	114	.....	116
Injured when taking fuel or water	7	.....	7	9	.....	9	1	.....	1	17	.....	17
Rough coupling	28	.....	35	19	.....	21	3	.....	7	50	.....	63
Riding on pilot or footboard of engine	.....	.....	.....	3	.....	3	1	.....	1	4	.....	4
Obstructions, overhead and on ground	6	2	4	8	1	7	1	.....	1	15	3	12
Repairing cars on repair track when moved	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Falling off top of car	8	1	7	10	3	7	.....	.....	.....	18	4	14

STATEMENT No. 3.—NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1958—*Concluded*

Classification of Accident	C.N.R.			C.P.R.			Miscellaneous railways			Total		
	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Application and handling of air brakes, starting and stopping of trains, adjusting slack	51	.....	51	77	.....	92	6	.....	8	134	.....	151
Employees getting off train	83	.....	83	145	1	144	9	.....	9	237	1	236
Employees boarding train	31	1	30	61	.....	61	9	1	8	101	2	99
Slipping on ice	9	.....	9	28	.....	28	5	.....	5	42	.....	42
Doors closing and other minor accidents in baggage cars and coaches	143	.....	143	259	.....	259	8	.....	8	410	.....	410
Run down by engine or cars at stations or in yards	20	6	14	10	1	9	1	1	.....	31	8	23
Caught by engine or car while throwing switch	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Falling off side or end ladders of cars	17	.....	17	43	.....	43	4	.....	4	64	.....	64
Handbrake - accidents while working handbrake	17	.....	17	55	.....	56	9	.....	9	81	.....	82
Handling freight or baggage	7	.....	7	14	.....	14	8	.....	8	29	.....	29
Loading and unloading O.C.S. materials	8	.....	8	20	.....	20	4	.....	4	32	.....	32
Work train equipment	13	1	15	5	.....	5	3	.....	3	21	1	23
Cars moved while being loaded or unloaded	3	.....	4	2	.....	2	.....	.....	.....	5	.....	6
Carmen working on or under cars on running track when moved	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Coupling or uncoupling hose	6	.....	6	15	.....	15	3	.....	3	24	.....	24
Turning angle-cock	4	.....	4	5	.....	5	.....	.....	.....	9	.....	9
Loads shifting in transit or switching	2	.....	2	.....	.....	.....	.....	.....	.....	2	.....	2
Falling or jumping off passenger train between stations	5	1	4	5	2	3	1	.....	1	11	3	8
Cars running away not under control	6	.....	7	1	.....	13	.....	.....	.....	7	.....	20
Individual derailment of equipment in yard tracks	2	.....	2	3	.....	3	1	.....	1	6	.....	6
Accidents as a result of handling explosives and other dangerous articles	.....	.....	.....	1	.....	5	.....	.....	.....	1	.....	5
Fires occurring in passenger train equipment	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Accidents as a result of train breaking in two	4	.....	8	2	.....	4	.....	.....	.....	6	.....	12
Totals	1,261	190	1,413	1,457	120	1,552	207	32	243	2,925	342	3,208

STATEMENT No. 4.—PARTICULARS OF ALL HIGHWAY CROSSING ACCIDENTS WITH DESCRIPTION OF PROTECTION OR NON-PROTECTION IN EFFECT FOR THE YEAR ENDED DECEMBER 31ST, 1958

—	Newfoundland			Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Totals		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
Gates, Manual	....	....	....	....	....	....	....	....	....	1	1	....	5	2	3	2	....	2	1	....	2	....	....	....	....	....	....	....	....	....	9	3	7
Gates, Automatic	....	....	....	....	....	....	....	....	....	....	....	....	4	2	5	3	1	3	....	....	....	....	....	....	....	....	....	....	....	....	7	3	8
Bell	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	7	3	8	....	....	....	....	....	....	....	....	....	....	....	....	7	3	8
Bell and Wigwag	....	....	....	....	....	....	1	....	1	....	....	....	7	7	10	28	12	29	....	....	....	....	....	....	2	1	2	....	....	....	38	20	42
Flashing lights and bell	....	....	....	....	....	....	....	....	....	1	....	1	26	9	37	20	4	40	1	....	1	....	....	....	3	1	3	3	....	3	54	14	85
Watchman	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1	1	....	1
Unprotected	4	1	12	1	....	1	14	9	22	10	6	11	75	34	94	188	61	242	26	8	26	24	9	36	38	12	44	20	5	23	400	145	511
Totals	4	1	12	1	....	1	15	9	23	12	7	12	117	54	149	248	81	324	28	8	29	24	9	36	43	14	49	24	5	27	516	188	662

	1954	1955	1956	1957	1958
Number of accidents which occurred at crossings protected by Gates, Manual	11	13	10	3	9
Number of accidents which occurred at crossings protected by Gates, Automatic	2	7	4	6	7
Number of accidents which occurred at crossings protected by Bell	5	2	8	6	7
Number of accidents which occurred at crossings protected by Bell and Wigwag	45	29	48	58	38
Number of accidents which occurred at crossings protected by Flashing Light Signals and Bells	37	52	66	53	54
Number of accidents which occurred at crossings protected by Other Types of Protection	.....	.....	1	2	.....
Number of accidents which occurred at crossings protected by Watchman	1	2	3	2	1
Number of accidents which occurred at crossings Unprotected	353	405	458	453	400
Totals	454	510	598	583	516

STATEMENT NO. 5 HIGHWAY CROSSING ACCIDENTS BY PROVINCES FOR 5 YEAR PERIOD—1954 TO 1958 INCLUSIVE

—	New Found-land	Prince Edward Island	Nova Scotia	New Bruns-wick	Quebec	Ontario	Manitoba	Saskat-chewan	Alberta	British Columbia	Totals
1954	2	—	14	13	80	208	34	35	49	19	454
1955	3	4	12	18	92	226	37	43	46	29	510
1956	8	6	14	24	127	246	30	41	62	40	598
1957	9	5	16	16	129	267	32	26	48	35	583
1958	4	1	15	12	117	248	28	24	43	24	516

STATEMENT NO. 6—CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1958

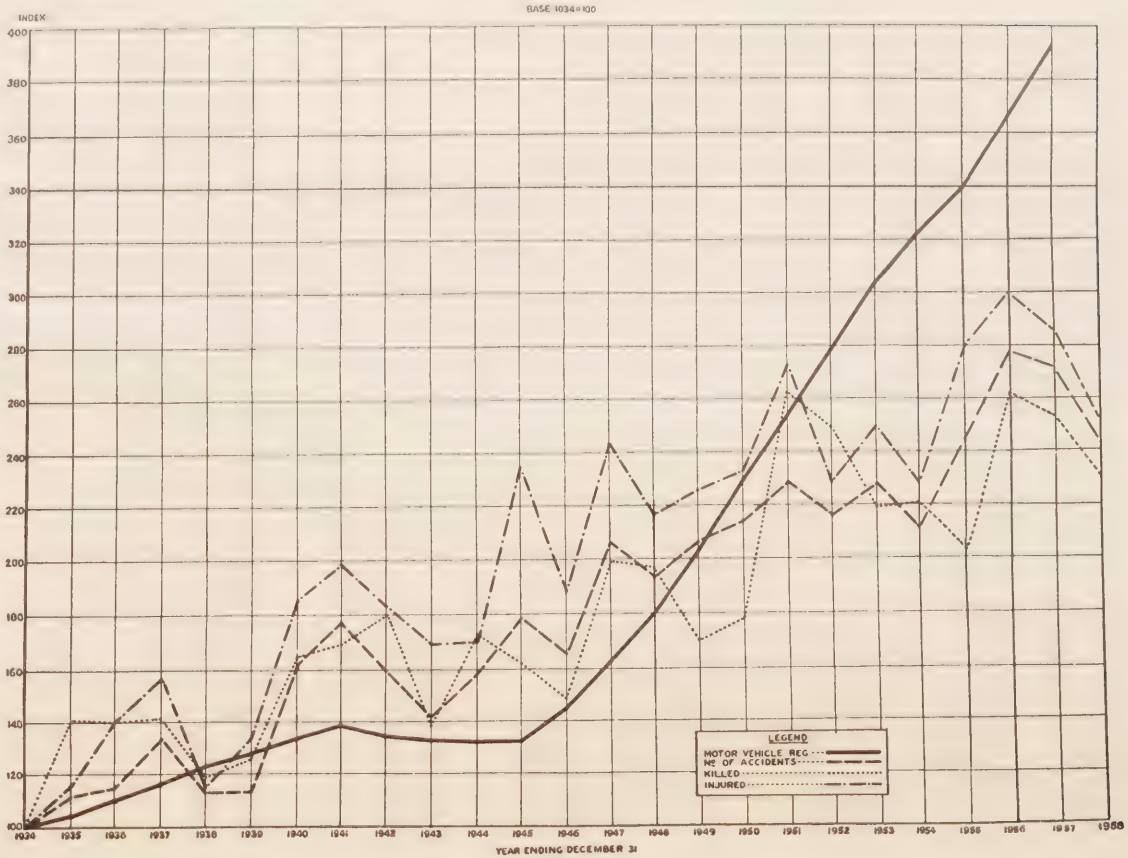
—	Accidents	Killed	Injured
Motor Vehicles Struck by Train—			
Daylight hours	206	83	247
Night hours	123	58	166
Totals	329	141	413
Horse-Drawn or Other Vehicles Struck by Train—			
Daylight hours	2	.....	3
Night hours	1	1	.....
Totals	3	1	3
Pedestrians Struck by Train—			
Daylight hours	11	8	3
Night hours	3	1	2
Totals	14	9	5
Motor Vehicles Running into Side of Train—			
Daylight hours	66	19	98
Night hours	93	18	125
Totals	159	37	223
Accidents in which Track Cars Involved——			
Daylight hours	10	.....	17
Night hours	1	.....	1
Totals	11	.....	18
Total Number of Accidents—			
Daylight hours	295	110	368
Night hours	221	78	294
Grand Totals	516	188	662

STATEMENT No. 7—HIGHWAY CROSSING ACCIDENTS AND MOTOR VEHICLE REGISTRATIONS—10 YEAR PERIOD 1949 TO 1958 INCLUSIVE

Year	Accidents	Killed	Injured	Motor Vehicle Registrations
1949	441	138	589	2,290,628
1950	457	145	609	2,600,511
1951	490	213	714	2,672,420
1952	463	201	598	3,155,824
1953	487	177	656	3,430,672
1954	454	179	596	3,644,589
1955	510	167	729	3,948,652
1956	598	212	785	4,226,474*
1957	583	206	752	4,459,595
1958	516	188	660	.....

* Revised.

STATEMENT No. 8—INDEXES OF MOTOR VEHICLE REGISTRATIONS AND HIGHWAY CROSSING ACCIDENTS 1934-1958—BOARD OF TRANSPORT COMMISSIONERS FOR CANADA—OPERATING BRANCH



STATEMENT No. 9—DEFECTS ON FREIGHT CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1958

Classification	Number of Defects
Handholds	453
Sill steps	299
Ladders	233
Running boards	464
Safety bars, door locks, end gates and catches, latches, etc	50
Miscellaneous safety appliances	8
Coupler improper height above rails	56
Coupler and pin	67
Knuckle and knuckle pin	2
Draft gear, yoke, springs, plates, etc	377
Carrier iron	70
Operating lever	452
Buffers, face plates and diaphragms, curtains, etc	6
Miscellaneous draft gear defects	2
Handbrake	565
Foundation brake gear equipment	290
Piping, fittings, valves and reservoirs	239
Air brake equipment	211
Periodic testing, cleaning, etc	386
Improper piston travel	1,266
Train signal line apparatus	1
Miscellaneous defects to brake equipment	17
Center sill	31
Longitudinal sill	3
Side sill	4
Cross bearer	1
Body bolster	32
Miscellaneous underframe	19
Car over-due for re-weighing (out of date for tare)	311
Sheathing defects—wood or metal units	10
Floor and roofing	32
Doors, side or end hoppers, hatches and their openers, fasteners, levers, etc	102
Miscellaneous car body	185
All wheel defects	100
Axles	1
Boxes over-due for repack or inspection	462
Journal box and solid bearing	36
Truck side frame	157
Center casting, side bearing, bolster, etc	328
Truck spring defects	180
Miscellaneous truck defects	10
Total defects	7,518

NUMBER OF FREIGHT CARS INSPECTED, SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CARS INSPECTED FOR OVERDUE FOR WEIGHING FOR TARE AND IMPROPER PISTON TRAVEL FOR THE YEAR ENDED DECEMBER 31, 1958.

Railway	Total Cars Inspected	Total Cars Defective	Total Number of Defects	Cars Inspected	
				Over-due Tare	Improper piston Travel
Canadian National	45,495	3,340	4,408	7,530	12,330
Canadian Pacific	30,829	2,270	2,726	6,281	11,220
Miscellaneous	4,331	296	384	985	1,432
Totals	80,655	5,906	7,518	14,796	24,982

STATEMENT No. 10—DEFECTS ON PASSENGER CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1958

Classification	Number of Defects
Handholds	89
Sill steps	6
Running board	2
Safety bars, door locks, end gates and catches, latches, etc.	27
Coupler improper height above rails	1
Coupler and coupler pin	4
Draft gear, yoke, springs, plates, etc.	1
Carrier iron	5
Operating lever	7
Buffers, face plates and diaphragms, curtains, etc.	68
Handbrake equipment	155
Foundation brake gear equipment	12
Piping, fittings, valves and reservoirs	13
Air brake equipment	77
Periodic testing, cleaning, etc.	29
Improper piston travel	39
Train signal line apparatus	3
Doors, fasteners, levers, etc.	21
Miscellaneous car body defects	5
All wheel defects	2
Boxes over-due for repack or inspection	38
Journal box and solid bearing defects	20
Truck side frame	35
Centre casting, side bearing, bolster, etc.	1
Truck spring	15
Miscellaneous truck defects	5
Filters, fans, strainers, intakes, ducts, etc.	3
Miscellaneous air conditioning equipment	2
Steam line	25
Generator and associated parts	9
Jumper and receptacles, wiring defects	3
Gas holders and connections, piping fittings, gauges, emergency keys, mantles and globes, etc.	38
Failure of lighting systems, including oil lamps	1
Miscellaneous lighting systems	1
Unsafe condition of seats, parcel racks, berths, etc.	126
Drinking water and water raising system	75
Emergency tools	146
Miscellaneous interior passenger train cars	2
Total Defects	1,111

NUMBER OF PASSENGER CARS INSPECTED, SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CARS INSPECTED FOR IMPROPER PISTON TRAVEL FOR THE YEAR ENDED DECEMBER 31st, 1958

Railway	Total Cars Inspected	Total Cars Defective	Total Number of Defects	Cars Inspected
				Improper piston Travel
Canadian National	5,135	559	772	1,280
Canadian Pacific	3,521	288	336	507
Miscellaneous	40	2	3	8
Totals	8,696	849	1,111	1,795

STATEMENT No. 11—DEFECTS OF STEAM LOCOMOTIVES REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1958

Classification	No of Defects
Inspections or test not made as required	5
Safety appliances	154
Brake equipment	256
Driving, engine and tender truck wheels; centers, tires and axles	68
Lights	76
Draft gear and draw gear	47
Whistles, (horns) bells	38
Springs and spring rigging	368
Sanders	3
Cabs, cab windows, etc	60
Badge plates	1
Fire protective appliances	49
Gauges—steam and air	16
Electric meters (indicating devices)	1
Boiler shell, steam dome, etc	57
Firebox sheets	4
Crown bolts, stay bolts	9
Water glass	16
Gauge cocks	5
Blow-off cocks	52
Plugs and studs	16
Washout plugs and pads	63
Injectors, feed-water pumps and appurtenances	121
Safety valves	14
Steam pipes	15
Steam and oil valves	17
Throttle and dry pipe	39
Lubricators and appurtenances	1
Lateral motion	10
Ashpan dumping gear, grate shakers and fire doors	3
Reversing gear	4
Cross-heads, guides, pistons and rods	30
Cylinders, saddles, steam chests, cylinder cocks	25
Smoke boxes, stacks	1
Driving boxes, shoes and wedges and cellars	27
Side rods and crank pins	7
Valve motion	7
Frames	7
Trucks	103
Truck tender	57
Frames tender	23
Tenders	37
Stoker	1
Miscellaneous—steam locomotives	1
Total Defects	1,914

NUMBER OF STEAM LOCOMOTIVES INSPECTED, SHOWING ENGINES DEFECTIVE AND NUMBER OF DEFECTS FOR YEAR ENDED DECEMBER 31st, 1958.

	Locomotives Inspected	Locomotives Defective	Total Defects
Canadian National	1,732	660	1,202
Canadian Pacific	1,062	285	551
Miscellaneous	254	72	161
Totals	3,048	1,017	1,914

STATEMENT No. 12—DEFECTS ON LOCOMOTIVES OTHER THAN STEAM REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1958

Classification	No. of Defects
Inspection or tests not made as required	3
Safety appliances	291
Brake equipment	375
Driving engine and tender truck wheels; centers, tires and axles	12
Lights	122
Draft gear and draw gear	19
Whistles, (horns) bells	15
Springs and spring riggings	17
Sanders	33
Cabs, cab windows, etc	110
Gauges, steam and air	3
Electric meters (Indicating devices)	3
Train communicating signal	1
Running defects—en route inspections	3
Frames	2
Trucks	123
Internal combustion engines	720
Traction motors	20
Circuits, terminals, cables	12
Circuit breakers, switches, contactors	2
Control equipment	38
Fire extinguishers, fire fighting equipment	17
Fuel supply	440
Accident prevention—cleanliness	673
Miscellaneous—Diesel-electric locomotives	17
Miscellaneous—Electric locomotives	2
Steam generators	2
Feedwater system and appurtenances	1
Water tanks	8
Safety valves	1
Steam lines and connections	6
Electric circuits	1
Essential controls	22
Steam generator fuel system	2
Steam generator auxiliary equipment	1
Air supply equipment	1
Miscellaneous—steam generators	1
Total Defects	3,119

NUMBER OF LOCOMOTIVES OTHER THAN STEAM INSPECTED, SHOWING ENGINES DEFECTIVE AND NUMBER OF DEFECTS FOR YEAR ENDED DECEMBER 31st, 1958.

	Locomotives Inspected	Locomotives Defective	Total Defects
Canadian National	3,244	1,141	2,202
Canadian Pacific	1,797	466	781
Miscellaneous	435	76	136
Totals	5,476	1,683	3,119

STATEMENT NO. 13—STATEMENT OF BOILER EXPLOSIONS AND CROWN SHEETS DAMAGED FOR THE YEAR 1958

Crown Sheets Damaged

Railway	Date	Engine No.	Place	Remarks
Canadian National	Feb. 27	C.N. 1574	St. Andrew East, Quebec	Crown sheet damaged due to low water.

SUMMARIES

Boiler Explosions

Nil

Crown Sheets Damaged

Canadian National	1
Total	1

STATEMENT No. 14—SUMMARY OF REPORTS OF FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD

—	Canadian National (Atlantic Region) (a)	Canadian National (Central Region)	Canadian National (Western Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Miscellaneous (b)	Totals
Fires of Railway Origin—								
Number by Causes								
Locomotive, Class A fires	22	14	38	29	2	30	1	136
Locomotive, Class B fires	11	39	39	22	.....	15	7	133
Locomotive, Class C fires	3	6	9	3	6	.....	2	29
Employees, Class A fires	1	.....	2	4	2	4	2	15
Employees, Class B fires	.....	3	5	4	.....	1	1	14
Employees, Class C fires	1	1	3	.....	.....	.....	.....	5
Fusees, Class A fires	.....	3	3	2	1	1	1	11
Fusees, Class B fires	.....	3	3	5	1	.....	.....	12
Fusees, Class C fires	.....	1	1	.....	.....	.....	.....	2
Burning smoking materials from trains, Class A	2	1	14	4	2	2	.....	25
Burning smoking materials from trains, Class B	.....	7	14	3	4	1	4	33
Burning smoking materials from trains, Class C	.....	.....	.....	2	.....	.....	.....	2
Total, Class A	25	18	57	39	7	37	4	187
Total, Class B	11	52	61	34	5	17	12	192
Total, Class C	4	8	13	5	6	.....	2	38
Total	40	78	131	78	18	54	18	417
Areas Burned (acres)								
Young forest growth	30.62	138.75	579.76	104.50	122.00	.....	43.50	1,019.13
Merchantable timber	.....	4.00	1,359.80	.....	.....	.....	17.00	1,380.80
Slashing or old burn	.57	2.50	52.25	.20	3.75	.....	14.15	73.42
Other classes of land	76.36	228.20	188.80	243.77	782.40	35.83	15.00	1,570.36
Total	107.55	373.45	2,180.61	348.47	908.15	35.83	89.65	4,043.71
Value of Property Destroyed	$	$	$	$	$	$	$	$
Young forest growth	165.00	495.65	3,463.76	1,266.00	518.15	.....	294.30	6,202.86
Standing timber	.....	38.62	10,347.00	.....	.....	.....	252.00	10,637.62
Forest products	.....	.....	6.36	.....	.....	.25	.....	6.61
Other property	.....	26.00	26,214.65	906.87	.....	50.67	3.00	27,201.19
Total	165.00	560.27	40,031.77	2,172.87	518.15	50.92	549.30	44,048.28

Known Causes Other Than Railway								
Campers and travellers, Class A	2	3	1	1	1	1	1	10
Campers and travellers, Class B	2	2	1	6	1		1	13
Campers and travellers, Class C							1	1
Settlers, Class A	1		3					4
Settlers, Class B	3						1	4
Settlers, Class C			1	1				2
Other known causes, Class A	1	1	7					9
Other known causes, Class B		1	5				2	8
Other known causes, Class C			2					2
Total, Class A	4	4	11	1	1	1	1	23
Total, Class B	5	3	6	6	1		4	25
Total, Class C			3	1			1	5
Total	9	7	20	8	2	1	6	53
Areas Burned (Acres)								
Young forest growth	.25			1,651.50				1,651.75
Merchantable timber			.25	3,551.50				3,551.75
Slashing or old burn			.37				1.25	1.62
Other classes of land	3.25	6.00	131.07	6.25	1.10		30.75	178.42
Total	3.50	6.00	131.69	5,209.25	1.10		32.00	5,383.54
	$	$	$	$	$	$	$	$
Value of Property Destroyed								
Young forest growth	10.00			21,123.80				21,133.80
Standing timber			20.00	105,798.55				105,818.55
Forest products			9.25					9.25
Other property		474.00	.05					474.05
Total	10.00	474.00	29.30	126,922.35				127,435.65
Fires of Unknown Origin								
Class A	5	1	6			2	4	18
Class B	2	3	4	3		3	2	17
Class C								
Total	7	4	10	3		5	6	35
Areas Burned (Acres)								
Young forest growth	.50	2.00						2.50
Merchantable timber								
Slashing or old burn	2.50	2.00	.50				1.00	6.00
Other classes of land		.26	7.20	5.00		5.00	2.10	19.56
Total	3.00	4.26	7.70	5.00		5.00	3.10	28.06

STATEMENT NO. 14—SUMMARY OF REPORTS OF FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD—Concluded

—	Canadian National (Atlantic Region) (a)	Canadian National (Central Region)	Canadian National (Western Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Miscellaneous (b)	Totals
	$	$	$	$	$	$	$	$
Value of Property Destroyed								
Young forest growth		100.00						100.00
Standing timber								
Forest products			.12					.12
Other property	2.00			.25		.25		2.50
Total	2.00	100.00	.12	.25		.25		102.62

(a) Includes Province of Newfoundland.

(b) Includes Algoma Central and Hudson Bay Railway: Northern Alberta Railways: Esquimalt and Nanaimo Railway: Dominion Atlantic Railway: Sydney and Louisburg Railway: Cumberland Coal and Railway Company.

NOTE; Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

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of

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED
DECEMBER 31
1959

THE QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
OTTAWA, 1960



FIFTY-FIFTH REPORT

of

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

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BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

Rod Kerr, Q.C., *Chief Commissioner.*

H. H. Griffin, *Assistant Chief Commissioner.*

Armand Sylvestre, Q.C., *Deputy Chief Commissioner.*

F. M. MacPherson, *Commissioner*—retired Mar. 29, 1959 (age 75).

H. B. Chase, *Commissioner*—retired May 19, 1959 (age 75).

L. J. Knowles, *Commissioner.*

John M. Woodard, *Commissioner*—appointed May 20, 1959.

W. R. Irwin, *Commissioner*—appointed Aug. 1, 1959.

W. H. M. Wardrope, Q.C., *Special Adviser.*

W. Hogben, F.C.A., *Financial Adviser.*

C. W. Rump, *Secretary.*

J. V. Lajoie, *Assistant Secretary.*

J. M. Fortier, *General Counsel.*

M. M. Goldberg, *Assistant Counsel.*

J. E. Dumontier, *Director of Engineering.*

R. A. Shier, *Assistant Director of Engineering.*

A. S. Kirk, *Director of Traffic.*

H. W. Ellicott, *Assistant Director of Traffic.*

J. Hanley, *Assistant Director of Traffic.*

R. M. MacDonald, *Director of Operation.*

A. LeSage, *Assistant Director of Operation.*

M. E. Burwash, *Director of Economics and Accounting.*

R. Wright, *Assistant Director of Economics and Accounting.*

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BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

CHIEF COMMISSIONER – ROD KERR, Q.C.

ASSISTANT CHIEF COMMISSIONER – H. H. GRIFFIN

DEPUTY CHIEF COMMISSIONER – ARMAND SYLVESTRE, Q.C.

COMMISSIONER – L.J. KNOWLES
COMMISSIONER – J.M. WOODARD
COMMISSIONER – W.R. IRWIN

SECRETARY OF THE BOARD – C. W. RUMP

SPECIAL ADVISER – HUGH M. WARDROPE, Q.C.

FINANCIAL ADVISER W. HOGBEN, F.C.A.

FEDERAL PUBLIC STATUTES CONFERRING JURISDICTION ON THE BOARD INCLUDE:

RAILWAY ACT – Chap. 234, R.S.C. 1952. Confers extensive judicial, regulatory and administrative functions in respect of, inter alia, location, construction, operation and uniform accounting of railways subject to Parliament; protection at highway-railway crossings; The Railway Grade Crossing Fund; railway express, telegraph, telephone and international bridge tolls.

TRANSPORT ACT – Chap. 271, R.S.C. 1952. Confers jurisdiction to license ships on the Great Lakes, MacKenzie and Yukon Rivers; their charges and tolls; and agreed charges of certain rail and water carriers.

BRIDGES ACT – Chap. 20, R.S.C. 1952. C.N.R. – C.P.R. ACT – Chap. 39, R.S.C. 1952.

MARITIME FREIGHT RATES ACT – Chap. 174, R.S.C. 1952. RADIO ACT – Chap. 233, R.S.C. 1952.

ST. LAWRENCE SEAWAY AUTHORITY ACT – Chap. 242, R.S.C. 1952. TELEGRAPH ACT – Chap. 262, R.S.C. 1952.

C.N.R. ACT – Chap. 29 of 1955 Statutes. FREIGHT RATES REDUCTION ACT – Chap. 27, 7–8 Elizabeth II.

ECONOMICS AND ACCOUNTING

M.E. Burwash — Director
R.H. Wright — Asst't Director

Responsible for providing economic, statistical and financial information and advice required for decisions by the Board in connection with investigations, applications, hearings and reviews of carrier performance pursuant to Board Orders and Rulings; the form and content of periodic reporting by railways, water carriers, pipe lines, communications and other companies subject to the jurisdiction of the Board; analysis and interpretations of transportation and communication trends in recurrent reports and special submissions; processing and publication of the Annual Waybill Analysis of All-Rail Carload Freight Traffic; administration of uniform accounting classifications; conducting field examinations of company records; issuance of accounting interpretations and rules governing the preservation of records; formulae governing freight and traffic costing and general accounting allocations, and the methods to be followed in establishing "out of pocket" and "all inclusive" costs; special studies and research on the economics of companies under the jurisdiction of the Board, including problems which are known to be developing and which may be expected to involve Board decisions.

ENGINEERING

J. E. Dumontier — Director
R. A. Shier — Asst't. Director

The Engineering Branch deals with and advises the Board on all applications concerning construction and maintenance of railway lines, and administration of the Railway Grade Crossing Fund.

Conducts field inspection and examines plans before recommending the approval of construction and maintenance of railway lines, sidings, railway-highway-farm crossings, junctions, signals, bridges, fences, drainage, etc.

Conducts field inspections, examines plans and estimates of cost for construction of grade separations, installations of automatic protection or safety features at railway-highway crossings.

Maintains complete record of railway-highway crossings and grants, commitments and payments from the Railway Grade Crossing Fund.

LAW

J. M. Fortier — General Counsel
M.M. Goldberg — Asst't. Counsel

The law Branch advises the Board and its Officers on questions of law, jurisdiction, practice and procedure; drafts orders, regulations and legislation; represents the Board on appeals and references to the Supreme Court of Canada and other courts when necessary; attends the Board's public hearings and when necessary examines witnesses; confers and corresponds with Counsel representing parties to applications before the Board; prepares briefs, memoranda and précis on matters dealt with by the Board.

Supervises the maintenance of the Board's Library and other related work of a professional legal nature.

OPERATING

R. M. MacDonald — Director
A. Lesage — Asst't. Director

The Operating Branch advises the Board and makes recommendations in matters relating to adequacy of rail service to the public, safety of operation, safe condition of rolling stock and equipment, suitability of facilities, investigation of accidents, fire prevention along railway right-of-way and the safe transportation of commodities. The Branch is divided into four sections: (1) Operating, (2) Mechanical, (3) Fire Prevention and (4) Explosives and Other Dangerous Commodities.

In view of the Branch's concern with the day to day operation of railways coming under the Board's jurisdiction, close working relations are maintained at all levels of management as well as with labour groups and other interested parties. Applications to abandon, reduce or augment existing services are investigated by the Operating Branch. Rolling stock and motive power is regularly inspected. To carry out the field work involved in these duties District Offices are maintained at several locations outside Ottawa. The current rules respecting most of these functions are contained in some 160 Board Orders which are subject to periodic amendment or revision as the need arises.

SECRETARY'S (Administrative)

C.W. Rump — Secretary
J. V. Lajoie — Asst't. Secretary

The Secretary's or Administrative Branch is divided into three sections: (1) General Administrative Services, (2) Records and (3) Accounts.

In addition to the maintenance of minutes of Board meetings the Secretary's Branch keeps a record of all proceedings conducted before the Board by way of public hearings, makes all arrangements for such hearings at or outside Ottawa, deals with all official correspondence of the Board; has custody and care of all official records and documents belonging or appertaining to the Board; maintains official copies of every Judgment, Regulation, Ruling and Order of the Board; issues certified copies of such orders and regulations as requested; makes recommendations on matters affecting the employment and accommodation of the Board's staff; initially deals with inquiries for information covering the Board's work from interested parties, the Press, etc.

TRAFFIC

A. S. Kirk — Director
N. W. Ellicott — Assistant
J. Henley — Directors

Deals with, and advises the Board on, all matters concerning Traffic, Tolls and Tariffs in respect of:

Freight (Rail and Water).
Passenger (Rail and Water).
Express.
Agreed Charges.
International Bridges and Tunnels.
Telegraph.
Telephone.
Radio Messages (Radio Regulations).
Maritime Freight Rates Act.
Freight Rates Reduction Act.
Trackage Maintenance Subsidy.
Licensing of Ships.
Free and Reduced Rate Transportation.

JANUARY 1960

DISTRICT OFFICES – ENGINEERING AND OPERATING

MONCTON, N.B.
WINNIPEG, MAN.
CALGARY, ALTA.

DISTRICT OFFICES – OPERATING

ST. JOHN'S, NFLD.
MONTREAL, P.Q.
TORONTO, ONT.
VANCOUVER, B.C.

REPORT OF BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

To The Governor in Council:

Pursuant to Section 31 of the Railway Act, Chapter 234 R.S. 1952, the Board of Transport Commissioners for Canada has the honour to submit its Fifty-Fifth Report for the year ended December 31st, 1959.

GENERAL REVIEW OF BOARD'S WORK IN 1959

In 1959 a total of 3,153 applications, compared with 2,912 in 1958, were submitted to the Board under the provisions of the Railway Act, the Transport Act, the Maritimes Freight Rates Act, Pipe Lines Act and other legislation under the Board's jurisdiction.

Forty public hearings were held by the Board during 1959. While many of these public hearings were held in Ottawa, sittings of the Board were also held in Moncton, N.B., Asbestos, La Tuque, Montreal and Campbell's Bay, P.Q., Cornwall, Hawkesbury, Haliburton, Niagara Falls, St. Thomas, Windsor, Kitchener, Palmerston and Fort William, Ontario, Winnipeg, Manitoba, Saskatoon, Saskatchewan, Edmonton and Calgary, Alberta, Nelson and Vancouver, B.C.

During the year a change was made in the legislation coming under the Board's jurisdiction. With the coming into effect of the National Energy Board Act as of November 1, 1959, the administration of pipe lines legislation was transferred to the National Energy Board.

Also in July, 1959, Parliament passed the Freight Rates Reduction Act directing the Board to order a reduction for one year in class and commodity rates (other than competitive rates) which had been increased by seventeen per cent under the Board's Order No. 96300 of November 17, 1958. In accordance with this legislation the Board issued its Order No. 98428 of July 10, 1959, substituting an increase of ten per cent for seventeen per cent in the rates concerned effective August 1st, 1959, this Order and any subsequent Order required, will have the effect of reducing the freight rates concerned by $20 million during the period of one year commencing August 1, 1959.

During the year, the Board issued 3,330 Orders and 18 General Orders, compared with 3,466 Orders and 7 General Orders in 1958. As usual, all judgments and orders of the Board were reported in the Board's semi-monthly reports entitled "Judgments, Orders, Regulations and Rulings" published by and obtainable from the Queen's Printer.

The headquarters staff of the Board in Ottawa totalled 135 in 1959 compared with 137 in 1958, while the total staff in the Board's District Offices remained the same as in 1958 at 27 employees. The seven district offices of the Board are located in St. Johns, Nfld., Moncton, N.B., Montreal, P.Q., Toronto, Ont., Winnipeg, Man., Calgary, Alta., and Vancouver, B.C. The officers and staff located in these district offices facilitate the making of engineering and operational inspections in their respective areas.

82272-6—2

APPEALS TO THE GOVERNOR IN COUNCIL DURING 1959

Re Increase in Commutation fares:

By Order No. 99642 and a Judgment of the Board both dated November 6, 1959, herein reported under "Decisions of the Board", the Board granted an increase of ten per cent in commutation fares effective January 1, 1960. The Oakville Commuters' Association appealed the decision to the Governor in Council praying that the increase in commutation fares be deferred until:

(a) The Royal Commission appointed to study all phases of railway operation in Canada has submitted its report;

(b) better service is provided for commuters; and

(c) commuter service in the Toronto area is at least equal to that in the Montreal area.

The Governor General in Council dismissed the appeal stating that it had not been established that the Board had proceeded upon any wrong principle nor had otherwise erred.

Re Demurrage Charges on Bulk Grain at Public and Semi-public Terminal Elevators in Western Canada. 48 J.O.R. & R. 133. 77 C.R.T.C. 181, 241.

By Order No. 94426, dated May 27, 1958, as authorized by Order No. 94888, dated July 14, 1958, and Order No. 97434, dated March 25, 1959, the Board amended the Canadian Car Demurrage Rules set forth in General Order No. 201 dated August 1, 1917, to provide for demurrage charges on box cars loaded with grain consigned to terminal elevators in Western Canada and at the Lakehead.

As a result of representations made by the Saskatchewan and Manitoba Wheat Pools and the Line Elevators and Farm Union Organizations to the Governor in Council, P.C. 1959-569 of the 7th of May, 1959, issued, suspending the said Order No. 94426 pending further consideration of the matter and directing the Board to suspend the tariffs based thereon. In compliance with the directive of His Excellency the Governor in Council the Board issued Order No. 97881, dated May 12, 1959.

Re Canadian Pacific Spur Across Alberta Highway, (1959) 77 C.R.T.C. 230. 48 J.O.R. & R. 469.

Canadian Pacific applied for leave to construct a spur track across a provincial highway, the crossing to be equipped with automatic signals and the operation of trains to be suitably regulated. The Department of Highways of Alberta objected to the establishment of a level crossing. The Board found that a level crossing protected by flashing lights and bell would not create an unduly dangerous condition on the highway, where the highway is straight and motorists would have a clear view of the crossing when one-quarter mile distant from it and where train movements would not be more than two per day. An appeal was taken by the Department. The Governor in Council dismissed the appeal, finding that it had not been established that the Board had proceeded upon some wrong principle or had otherwise erred. Order in Council P.C. 1959-510, April 23, 1959.

Re Grade separation 55th Avenue, City of Lachine, P.Q., 49 J.O.R. & R. 169, 78 C.R.T.C. 224.

By Order No. 97883, dated May 13, 1959, leave was granted to the C.N.R. to construct grade separations at 55th Avenue in the City of Lachine, P.Q., in connection with a general scheme for the relocation of the main line of the C.N.R. from the centre of the City of Lachine. The City of Lachine applied to the Board for an entirely new grade separation at 34th Avenue and the closing of 55th Avenue Crossing, and asking further that the contribution from The Railway Grade Crossing Fund directed by Order No. 97883 aforesaid towards the cost of construction of the grade separations at 55th Avenue be transferred to the proposed 34th Avenue grade separation. By Order No. 98115 of June 5, 1959, the Board dismissed the said application of the City of Lachine. The City of Lachine forwarded a petition to the Governor in Council praying that the said Order No. 98115 be rescinded, and that the application of the City of Lachine above mentioned be granted. The appeal was dismissed by P.C. 1959-1010, dated August 6, 1959.

Re Total discontinuance passenger train service, Quebec—St. Joachim. 49 J.O.R. & R. 51.

The Judgment and Order of the Board of November 24, 1958, reported herein under Decisions of the Board, was appealed to the Governor in Council by the County Council of Montmorency, Division No. 1, P.Q., praying that the said Order No. 96158 be rescinded and that the railway company be required to continue the service with railway schedules and frequency of trains as of the year 1951.

By P.C. 1959-300, dated March 12, 1959, the Governor in Council dismissed the appeal.

APPEALS FROM DECISIONS OF THE BOARD TO THE SUPREME COURT OF CANADA DURING 1959

North-West Line Elevators v. Canadian Car Demurrage Bureau, (1959), 77 C.R.T.C. 181 and 241.

This was an appeal against a decision of the Board involving demurrage charges for delay in unloading grain from railway cars. The Board held that the railways have a right to charge demurrage tolls; that the Board has no power to compel them to provide the use of their equipment or facilities free of charge, and consequently had no power to refuse to allow any demurrage to be charged respecting grain; but that the Board could disallow demurrage tolls if it found them unreasonable, and in that event could require the railways to substitute tolls satisfactory to the Board or could itself prescribe tolls. The Board disallowed the demurrage tolls filed by the railways but prescribed other demurrage tolls in their place. An appeal was taken by elevator companies objecting to the charging of any demurrage on grain. The Supreme Court dismissed the appeal. Extracts from the Judgment are as follows:

"Delay in loading or unloading cars of freight violates the implied understanding when equipment is placed at the disposal of shipper or

consignee that no more than reasonable time shall be taken for either purpose. The profitable and efficient use of equipment is an important item of the costs reflected in the freight rates charged and is an essential in good railway management. That a railway is to supply expensive equipment in order to furnish, gratis, a storage means for shippers and consignees, reveals, on its mere statement its own absurdity

Under the Act the Board has no jurisdiction in effect to compel a railway to give a service or suffer an economic detriment of such a nature without appropriate compensation; and although that tribunal may cancel tariffs of rates and tolls, it does so only on the ground that they are unreasonable, either too high or too low, or are unjustly discriminatory; and if it does not substitute rates of its own the carrier is entitled to submit other rates and have them passed upon until the unreasonableness or unjust discrimination is found to be eliminated."

The Supreme Court also held that the Crow's Nest Pass Act and Agreement and Section 328(6) of the Railway Act do not apply to demurrage charges on grain.

SUMMARY OF APPEALS TO THE GOVERNOR IN COUNCIL FEBRUARY 1, 1904, TO DECEMBER 31, 1959

Dismissed	37
Allowed	5
Referred back	15
Withdrawn, Discontinued, etc.	12
Total	69

SUMMARY OF APPEALS TO THE SUPREME COURT OF CANADA FEBRUARY 1, 1904, TO DECEMBER 31, 1959

Dismissed (including refusal to grant leave to appeal)	81
Allowed	19
Withdrawn, Discontinued, etc.	12
Total	112

CHANGES IN MEMBERSHIP OF THE BOARD

A number of changes in membership of the Board were made during the year.

Having completed almost twenty years of service as Commissioner, Mr. F. M. MacPherson retired on March 29, 1959, having reached the statutory age limit of 75 years; similarly Mr. H. B. Chase, C.B.E., who was appointed a Commissioner in July 1948, retired on May 19, 1959, having reached the age of 75 years.

By Order in Council P.C. 1959-323 of March 19, 1959, Mr. J. M. Woodard of Montreal, P.Q., was appointed a Commissioner effective May 20, 1959, and by Order in Council P.C. 1959-919 of July 16, 1959, Mr. W. R. Irwin of Calgary, Alta., was appointed a Commissioner effective August 1, 1959.

LIST OF MEMBERS OF THE BOARD WHO HAVE SERVED OR ARE SERVING ON THE BOARD

Member's Name	Office	Appointment	Termination
Hon. A. G. Blair, K.C.	Chief	Feb. 1, 1904	Oct. 31, 1904 (resigned)
Hon. M. E. Bernier	Deputy C.	Feb. 1, 1904	Jan. 31, 1914 (served term)
James Mills, LL.D.	Commr.	Feb. 1, 1904	Jan. 31, 1914 (served term)
Mr. Justice A. C. Killam, K.C.	Chief	Feb. 6, 1905	Mar. 1, 1908 (died)
Hon. J. P. Mabee, K.C.	Chief	Mar. 28, 1908	May 6, 1912 (died)
D'Arcy Scott	Ass't C.	Sep. 17, 1908	Sep. 16, 1918 (served term)
S. J. McLean, C.M.G., LL.D., Ph.D.	Commr.	Sep. 17, 1908	Sep. 16, 1918
S. J. McLean, C.M.G., LL.D., Ph.D.	Commr.	Sep. 17, 1918	Aug. 5, 1919
S. J. McLean, C.M.G., LL.D., Ph.D.	Ass't. C.	Aug. 6, 1919	Sep. 16, 1928
S. J. McLean, C.M.G., LL.D., Ph.D.	Ass't. C.	Sep. 17, 1928	Sep. 16, 1938 (served term)
Hon. Thos. Greenway	Commr.	Sep. 17, 1908	Oct. 30, 1908 (died)
A. S. Goodeve	Commr.	Apr. 4, 1912	Nov. 22, 1920 (died)
Sir Henry L. Drayton, P.C.Kt., K.C.	Chief	July 1, 1912	Aug. 1, 1919 (resigned)
Hon. W. B. Nantel, P.C., K.C., LL.D.	Deputy C.	Oct. 20, 1914	Oct. 19, 1924 (served term)
A. C. Boyce, K.C., D.C.L.	Commr.	Oct. 4, 1917	Oct. 3, 1927 (served term)
Dr. J. G. Rutherford, C.M.G.	Commr.	Sep. 17, 1918	July 24, 1923 (died)
Hon. F. B. Carvell, P.C., K.C.	Chief	Aug. 2, 1919	Aug. 9, 1924 (died)
Calvin Lawrence	Commr.	Nov. 4, 1921	May 4, 1931 (died)
Hon. Frank Oliver, P.C.	Commr.	Sep. 21, 1923	Sep. 20, 1928 (reached age 75)
Hon. H. A. McKeown, K.C.	Chief	Sep. 16, 1924	Feb. 28, 1931 (resigned)
Thomas Vien, K.C., LL.L.	Deputy C.	Sep. 5, 1925	Jan. 31, 1931 (resigned)
Hon. T. C. Norris	Commr.	Mar. 30, 1928	Mar. 29, 1938 (served term)
John A. Stoneman	Commr.	Mar. 12, 1929	Mar. 11, 1939
John A. Stoneman	Commr.	Mar. 12, 1939	Mar. 11, 1949 (served term)
Mr. Justice C. P. Fullerton, K.C.	Chief	Aug. 13, 1931	Dec. 31, 1933 (resigned)
F. A. Labelle	Deputy C.	Dec. 16, 1931	July 15, 1933 (died)
G. A. Stone	Commr.	Dec. 16, 1931	Dec. 15, 1941
G. A. Stone	Commr.	Dec. 16, 1941	July 1, 1947 (reached age 75)
G. A. Stone	Commr.	July 1, 1947	June 30, 1948 (Reappointed for one year by amendment to Railway Act).
F. N. Garceau, K.C.	Deputy C.	Sep. 16, 1933	Apr. 10, 1943 (reached age 75)
Hon. Hugh Guthrie, P.C., K.C.	Chief	Aug. 12, 1935	Nov. 3, 1939 (died)
Hugh Wardrope, Q.C.	Ass't. C.	Nov. 8, 1938	Nov. 7, 1948
Hugh Wardrope, Q.C.	Ass't. C.	Nov. 8, 1948	Nov. 7, 1958 (served term)
F. M. MacPherson	Commr.	Sep. 21, 1939	Sep. 20, 1949
F. M. MacPherson	Commr.	Sep. 21, 1949	Mar. 29, 1959 (reached age 75)
Col. J. A. Cross, C.M.G., D.S.O., K.C.	Chief	Apr. 1, 1940	June 30, 1948 (resigned)
Armand Sylvestre, Q.C., LL.B.	Deputy C.	Apr. 18, 1945	Apr. 17, 1955
Armand Sylvestre, Q.C., LL.B.	Deputy C.	Apr. 18, 1955	Apr. 17, 1960
Hon. Mr. Justice M. B. Archibald, LL.B.	Chief	July 1, 1948	Oct. 31, 1951 (resigned)
H. B. Chase, C.B.E.	Commr.	July 28, 1948	July 27, 1958
H. B. Chase, C.B.E.	Commr.	July 28, 1958	May 19, 1959 (reached age 75)
W. J. Patterson	Commr.	Apr. 1, 1949	July 3, 1951 (resigned)
Hon. Mr. Justice John D. Kearney, M.C.	Chief	Nov. 1, 1951	Jan. 15, 1957 (resigned)
O. A. Matthews	Commr.	Jan. 1, 1953	Sep. 1, 1955 (resigned)
L. J. Knowles	Commr.	Sep. 1, 1955	Aug. 31, 1965
C. D. Shepard, Q.C.	Chief	Jan. 15, 1957	Jan. 1, 1959 (resigned)

LIST OF MEMBERS OF THE BOARD WHO HAVE SERVED OR ARE SERVING ON THE BOARD—Concluded

Member's Name	Office	Appointment	Termination
Rod. Kerr, Q.C.	Commr.	Oct. 6, 1958	Nov. 8, 1958
Rod. Kerr, Q.C.	Ass't. C.	Nov. 8, 1958	Dec. 31, 1958
Rod. Kerr, Q.C.	Chief	Jan. 1, 1959	Dec. 31, 1968
H. H. Griffin	Ass't. C.	Jan. 19, 1959	Jan. 18, 1969
John M. Woodard	Commr.	May 20, 1959	May 19, 1969
W. R. Irwin	Commr.	Aug. 1, 1959	July 31, 1969

LEGAL

Decisions of the Board

The Board's Judgments, Orders, Regulations and Rulings are published fortnightly by the Queen's Printer. The 1959 decisions are reported in Volumes 48 and 49 J.O.R. & R., and many of the decisions are also reported in Volumes 77 and 78 of Canadian Railway and Transport Cases.

Notes on a selected number of decisions given in 1959 are set forth hereinafter:

Re Interchange Privileges. 49 J.O.R. & R. 437.

The Applicants requested an Order:

(1) That the lines or tracks of the Canadian National Railways and of the Vancouver and Lulu Island Railway Company (Canadian Pacific Railway Company) at or near Tucks in the Municipality of Richmond and Sussex Avenue in the Municipality of Burnaby be connected so as to admit of the safe and convenient transfer or passing of engines, cars and trains from the tracks or lines of the one railway to those of the other and that such connections shall be maintained and used:

(2) Determining by what company or companies or other corporations or persons, and in what proportions the cost of making and maintaining such connections shall be borne and upon what terms traffic shall be transferred from the lines of the one railway to those of the other:

It transpired at the hearing that the application was, in several ways, similar to an application made in 1931 in that it affected the same railway companies in the same geographical area. The Board reaffirmed the principles set forth in the 1931 case.

The Board held that such an Order could be made only if the evidence established that such an interchange was required in the public interest, and that the advantage to the public outweighed the detriment caused to the Railways, which in this case was the Canadian Pacific Railway Company and its affiliated lines.

The Board expressed the view that the originating carrier is entitled to its long-haul traffic and only in the most pressing circumstances of public convenience or necessity will that principle be set aside. Therefore, the Board

refused to order this interchange since such circumstances were not adduced in evidence and the application was dismissed. However, the Board did not close the door to future applications in this respect. It stated: "Should any serious difficulties arise in future, the Board has power to prescribe joint through rates between the Canadian Pacific and Canadian National, via various junction points where the two carriers directly connect."

Order No. 99277, dated the 28th day of September, 1959, was accordingly issued.

Application by the City of Calgary for a Subway across the Main Line of the Drumheller Subdivision of the C.N.R. at Mile 135.2 and for a Level Crossing over a Parallel Spur: For a Grant from the Railway Grade Crossing Fund: and for an Apportionment of the Cost of Construction of Both Works. 49 J.O.R. & R. 357.

Upon hearing the application the Board authorized the construction of the subway and of the level crossing as well as the closing of two crossings made by a minor road across the main line and the parallel spur. The Board found that the construction of the subway and the level crossing would not divert substantially all highway traffic from any other crossings of the railway involved and that the proposed subway and level crossing were in fact new crossings that would not replace any existing public crossings at grade; therefore on the merits the Board denied the application for a contribution from The Railway Grade Crossing Fund and did not order a contribution from the Canadian National Railways.

Order No. 98835, dated the 13th day of August, 1959, issued accordingly.

Re Investigation of Commodity Freight Rates on Lumber and Forest Products Directed by Order in Council No. 1487, Dated the 7th Day of April, 1948, and of Section 336 of the Railway Act (National Freight Rates Policy). 49 J.O.R. & R. 395.

The Board found that the present freight rate structure on lumber traffic, west of the Maritimes, fell into three broad classes:

(*a*) normal commodity rates within Western Canada,

(*b*) competitive commodity rates from British Columbia and Alberta to Eastern Canada established to meet rates from United States western regions via American railroads,

(*c*) competitive commodity rates within Eastern Canada established to meet motor truck transportation.

The normal commodity rates of Eastern Canada are not a practical basis for uniform rates, since use of such a base would raise normal commodity rates in Eastern Canada and lower nearly all commodity rates in Western Canada. This would be no gain since most of this traffic moves at lower competitive truck rates in Eastern Canada, and in Western Canada there would only be loss of railway revenue which loss would not be offset by the raised rates in Eastern Canada.

As competitive rates are exempt from the equalization provisions of the Railway Act, they could not be used in the formulation of a uniform Canadian rate level. Therefore the Board found that further uniformity than already exists is not reasonably possible and the freight rates structure of lumber traffic as it now exists was therefore declared to be an exception of the national freight policy under the provisions of section 336(4) (g) of the Railway Act, and was left unchanged.

Application of the C.P.R. for an Order Approving the Construction of a Terminal Freight Yard at Agincourt, Ontario. 49 J.O.R. & R. 373.

The Board found that the C.P.R. required a modern terminal freight yard in the Toronto area and that the area proposed was the most suitable for that purpose.

The Board took full cognizance of objections but found that such a yard would neither unduly disrupt and disturb the residents of the area, nor unduly depreciate property values so as to warrant rejection of the application. The Board felt that it was in the general public interest to authorize the establishment of the yard in principle. The judgment then dealt with the Board's approval of the closing of certain roads, the construction of certain specified grade separations and the diversion of railway lines and utility poles, while leaving other specified matters for further development and discussion, including the apportionment of cost of crossing protection and grade separations.

Order No. 99401, dated the 9th day of October 1959, issued, authorizing the establishment of the yard and the construction of certain specified works, but reserving for further Order the apportionment of cost of such specified works and reserving as well the authority to construct other specified works.

Application of the Canadian Pacific Railway Company and the Canadian National Railway Company for an Order Authorizing the Changing of Listed Tolls for Telegraph Messages Within Canada. 49. J.O.R. & R. 280.

This application was to raise telegraph rates by ten cents per ten words full-rate message, with increases of one cent per extra word, and proportionate increases for day and night letters. Although the application was widely advertised throughout Canada, only one written objection was received and no one appeared in opposition at the hearing.

The Board held that commercial communications operated by the Railways should bear their fair share of expense of overall operation and contribute profit to rail income, thereby easing the overall cost burden. Commercial message traffic should carry its own costs in full, and also provide a reasonable profit, and therefore the Board held that the proposed increases would not result in unreasonably high or unreasonably profitable returns.

The proposed rates were to be effective upon the filing of tariff schedules upon statutory notice, such schedules to be approved by Board Order.

Order No. 98799, dated the 12th day of August, 1959, authorized the companies to charge telegraph tolls within Canada as listed therein.

Application by the C.N.R. for Authority to Divert its Cornwall Subdivision, to Cross 55th Avenue and Other Highways in Lachine, Quebec: and the Cross-Application of the City of Lachine to Close the 55th Avenue Crossing, to Construct an Overpass at 34th Avenue and to Transfer the Contribution from the Railway Grade Crossing Fund to this Construction. 49 J.O.R. & R. 169.

Order No. 97883, dated May 13, 1959, authorized, inter alia, the construction of a subway under the diverted C.N.R. line, and the C.P.R. line as it may be diverted at 55th Avenue, Lachine, P.Q. The City of Lachine wanted a highway overpass at 34th Avenue, the closing of the 55th Avenue crossing, and the changing of the contribution from the Railway Grade Crossing Fund to the proposed overpass, and therefore paragraph No. 7 was added to Order No. 97883 leaving these matters open for settlement by the affected parties. As no agreement was reached a hearing was held by the Board.

The Board found that great public inconvenience and traffic disturbance would result from closing the crossing at 55th Avenue and reaffirmed its disposition of the matter as set out in Order No. 97883. The Board would not direct a contribution from the Fund towards the construction of an overpass at 34th Avenue either in lieu of, or in addition to the contribution for the 55th Avenue subway, and issued Order No. 98115, dated the 5th day of June 1955, dismissing the cross-application of the City of Lachine and deleting the said paragraph No. 7 from Order No. 97883.

Application of B.C. Tree Fruits Limited for Amendment to the Tariff Regulations Governing Currency Exchange, to Provide Discount Allowance on Export Traffic Through United States Ports. 49 J.O.R. & R. 251.

B.C. Tree Fruits Limited applied to have section 2 of the Tariff of Regulations governing currency exchange on international and foreign freight traffic, being Canadian Freight Association Tariff No. 16-F, Agent R. K. Watson's C.T.C. No. 1507, amended to provide a discount allowance on export traffic through United States ports where rates to such ports are not on a parity with, or are unrelated to, the rates on export traffic through Canadian ports.

In a previous judgment on import traffic, the Board ruled that the Railways' refusal to grant the discount provisions of the currency exchange tariffs through United States ports, with no import rate relationship or parity with Canadian ports was unjustly discriminatory. (48 J.O.R. & R. 19).

The Board found that there is no difference in principle between import and export rates when no port parity exists, and therefore held that the Railways' refusal to grant the discount provisions of the currency exchange tariff on export traffic through United States ports is unwarranted and unjustly discriminatory and based its findings upon the same principles that led to the decision in the import case cited above. The Board, as it had done in the import case, left it to the Railways to remove the unjustified condition without the necessity of an Order.

Re Increase in Commuters' Fares.

The Canadian Pacific Railway Company, the Canadian National Railways and the Northern Alberta Railways Company filed a schedule of tariffs increasing commutation fares effective as of the 15th day of March 1959. Due to protests received, the Board suspended the tariff by Order No. 97316 and held hearings to determine the matter.

The majority Judgment of the Board authorized a 10% increase for 40-trip tickets but no increase for 10-trip tickets and cancelled fares for 20-trip and 50-trip tickets. A tariff schedule to bring new fares into effect not earlier than the 1st day of January 1960 could be filed, and Order No. 99642, dated the 6th day of November 1959, was accordingly issued.

A dissenting opinion was that no increase should be permitted.

The Oakville Commuters' Association appealed from Order No. 99642 to the Governor in Council for deferment of the increase. By Order in Council P.C. 1959-1613 the appeal was denied on the grounds that the Board had not proceeded upon any wrong principle, had held many sittings, and had given due weight to all testimony in its judgment.

Re Increases in Tolls of the Detroit and Windsor Subway Company and Detroit and Canada Tunnel Company. 49 J.O.R. & R. 256.

The Detroit & Canada Tunnel Corporation and The Detroit and Windsor Subway Company had filed with the Board Tariff C.T.C. 25 which would cancel existing Tariff C.T.C. 24 and increase certain of the charges for passenger cars and other vehicles.

Subsequent to the filing of Tariff C.T.C. 25, the City of Windsor, Ontario, and the City of Detroit, Michigan, filed objections thereto, as a result of which the Board issued Order No. 97599 suspending the tariff and ordering a hearing to be held to determine the reasonableness of the proposed tolls and to permit the applicant to justify the tariff.

The Board found that the evidence of the Applicants did not establish either that there was an inadequate return or that the present rate level was unreasonable and disallowed tariff C.T.C. 25.

Order No. 98550, dated the 17th day of July, 1959, was accordingly issued.

Application of the Canadian National Railways for an Order Authorizing the Discontinuance of Commuter Service Between Quebec City and St. Joachim. 49 J.O.R. & R. 51.

Upon hearing this matter, the Board issued Order No. 96338, dated the 24th day of November 1958, so that the railways could obtain immediate relief. This Order granted the application upon sixty days' notice by the railways of the date for discontinuance, such notice to be published and posted in the usual ways. The railways gave notice on December 29, 1958, of their intention to discontinue the commuter service as of the 16th day of March 1959.

In its judgment the Board found that the annual loss on this system was in the neighbourhood of one-quarter million dollars and that the old equipment employed was irreparable due to scarcity of parts. The Board found that there was adequate means of other transportation and that in view of the amount of public patronage and the costs of operation, the losses incurred by the railways in the operation of this service greatly outweighed public inconvenience and therefore the application was granted.

An appeal made to the Governor in Council for rescission of Order No. 96338 by the County Council of Montmorency was denied by Order in Council P.C. 1959-300 on the ground that the Board had made no error in principle or had otherwise erred.

Discontinuance of Passenger Service Between Moncton and Pointe du Chene, Province of New Brunswick. 49 J.O.R. & R. 135.

The Canadian National Railways applied for leave to discontinue passenger trains 77 and 78 running between Moncton and Pointe du Chene, New Brunswick. It submitted that its annual losses for the years 1956, 1957 and 1958, averaged about $60,000.00.

The Board found that revenue failed by a substantial amount to meet the out-of-pocket expenses of operation of the service. After giving due weight to evidence offered in rebuttal by the County of Westmoreland and by the other Respondents to the effect that there would be disruption of the habits and mode of travelling of many residents, and upon consideration of the fact that the existing bus service would be improved if the application were granted, the Board further found that the degree of inconvenience and possible hardship to the

public which might be created if the Order were granted did not outweigh the potential savings to the Railway resulting from the discontinuance of the service, and therefore the Board granted the application to be effective not earlier than the 30th day of June, 1959, upon sixty days' public notice of such discontinuance.

Order No. 97858, dated May 8, 1959, was thereupon issued granting the Canadian National Railways leave to discontinue the said service upon the terms set out.

Reflective Markings on the Sides of Railway Cars. 49 J.O.R. & R. 129.

By Chapter 40 of the Statutes of Canada, 1958, Parliament amended section 265 of the Railway Act, enabling the Board to contribute from The Railway Grade Crossing Fund towards the cost of placing reflective markings on the side of railway cars, such contribution to be no greater than 80% during a period ending the 31st of January, 1961, and 60% thereafter, subject to change.

A hearing was held in March, 1959, at which the Railways and other interested parties were invited to submit recommendations to the Board as to what Order the Board should make respecting markings.

The Board ordered that reflective markings should be applied to all new box-cars received by the Canadian railways from May 1st, 1959, to December 31st, 1960, as well as to an equivalent number of old box-cars when such cars came in for shopping. If a railway company acquired no new box-cars it should mark all old box-cars when they were in for shopping. Markings on new box-cars were to be placed within two months of delivery, and the placement, spacing, shape, size and material of the markings were to be approved by the Board upon application by the railways.

Eighty per cent (80%) of the cost of placement, not to exceed $8.00 per car, is payable from the Railway Grade Crossing Fund.

Order No. 97788, dated May 1st, 1959, was accordingly issued, authorizing the above program.

Apportionment of Costs in Respect of Grade Separations Along the Deviated Line of Railway Between Cardinal and Cornwall, in the Province of Ontario. 49 J.O.R. & R. 121.

Due to hydro development and the construction of the St. Lawrence Seaway, part of the Cornwall Subdivision of the Canadian National Railway Company had to be relocated between mileage 65.7 and mileage 105.19 running from the City of Cornwall to the Village of Cardinal within the Province of Ontario.

This diversion created 44 crossings over public roads which were dealt with as follows: seven grade separations, four level crossings with automatic protection, eleven level crossings without automatic protection and twenty-two crossings closed.

Accordingly, the Board issued Order No. 97836, dated May 6, 1959, specifying the type of crossing to be constructed at each intersection of the deviation with a public road, apportioning the cost of construction and maintenance between the railway and the road authorities, but refusing any contribution for any of the work from The Railway Grade Crossing Fund. The Order amended the previous Orders dealing with the crossings concerned so that they each would reflect this final judgment of the Board.

Application of the Canadian National Railways for Leave to Discontinue Passenger Trains 81 and 82 from St. Eustache, P.Q., to Hawkesbury, Ontario, and Trains 83, 84 and 85 from Hawkesbury to Montreal.

The Canadian National Railways applied to the Board to discontinue all passenger service between St. Eustache and Hawkesbury.

The Board, upon hearing the testimony offered at a public hearing, decided that the net deficit between revenue and out-of-pocket cost was so slight that it could be met by a slight increase in revenue or a slight decrease in expenditure, and also decided that the proposed alternative bus service would not be a satisfactory substitute.

The application was dismissed on the ground that public convenience and necessity outweighed any loss suffered by the railway and an Order was issued accordingly.

RULING

Application of the Canadian Car Demurrage Bureau for Approval of a Revised Code of Demurrage Rules. 49 J.O.R. & R. 496.

The Canadian Car Demurrage Bureau filed a revised code of demurrage rules proposing the alteration of certain wordings in the old code, the methods of computation of free and demurrage time, demurrage charges, and the addition of certain new clauses.

The Board felt that as the proposed changes affect all shippers, both large and small, it could not approve these proposals without giving any interested party a chance to submit its views, and therefore allowed the proposed tariff to be filed but not to be effective until the 1st day of January 1960, so that if any substantial objection were received, the Board could hold a hearing. No Order issued.

ECONOMICS AND ACCOUNTING

1958 Waybill Analysis

The Board's Waybill Analysis of Carload All-Rail Traffic for 1958 was completed in August 1959. Copies are available from the Queen's Printer, Ottawa, at 50 cents per copy. Remittances should be made payable to the Receiver General of Canada.

The 1958 sample consisted of 19,822 carloads of all-rail traffic between Canadian stations. The basis of the sample is the "continuous" method under which the railways forward photostated copies of line-haul carload waybills of local and inter-line Canadian shipments terminating at their stations in Canada. A random sample of approximately one per cent is secured by photostating waybills bearing serial number "1" and serial numbers ending in "01", except waybills involving less-than-carload, O.C.S., switching traffic and traffic originating at rail points outside of Canada or destined to rail points outside of Canada.

The published Waybill Analysis consists of six tables showing the number of carloads, revenue, weight, ton miles, car miles, average haul and average revenue per ton mile and per car mile classified by (a) type of rate according to region of origin and termination, and (b) commodity according to region of origin and termination.

The Maritime region consists of the Maritime Provinces and that portion of the Province of Quebec lying east of Levis and Diamond, Quebec; the Eastern region extends westward to Port Arthur and Armstrong; and the Western region includes the balance of Canada, except Yukon.

There are more than four million carloads of freight shipped and received in Canada annually, including traffic not subject to waybill sampling. The Waybill Analysis covers less than one per cent of these movements and is designed primarily to indicate the patterns of movement and the changing trends of traffic by types of rate and by commodity groups. The Waybill Analysis should not be used to form conclusions based on the movement of only a few carloads since serious error may result. The margin of error approximates the reciprocal of the square root of the number of carloads. If the movement is small, it may be regarded as a general indicator and subjected to further check but, where possible, it is advisable to use another statistical source.

On the basis of the larger carload movements in the 1958 Waybill Analysis, the following patterns of movement and averages have been noted:

(1) 13% of the carloads originated in the Maritime region.
49% in the Eastern region.
38% in the Western region.

(2) 85% of the carloads terminated in the region of origin.
15% terminated in another region.

(3) 52% of the revenue was from carriage of manufactured and micellaneous products.
20% from agricultural products.
13% from products of mines.
11% from products of forests.
4% from animals and animal products.

(4) 29% of the ton miles at 2.75 cents per ton mile was transport of manufactured and miscellaneous products.
33% at 0.50 cents per ton mile was statutory grain.
38% at 1.53 cents per ton mile was all other products.

(5) 35% of the ton miles moved at class and commodity non-competitive rates.
33% at statutory rates.
26% at competitive and agreed charge rates.
6% at other rates.

(6) 46% of the revenue was from class and commodity non-competitive rates.
10% from statutory rates.
37% from competitive and agreed charge rates.
7% from other rates.

(7) 4.05 cents per ton mile was the average revenue from class rate traffic.
1.78 cents per ton mile from commodity non-competitive traffic.
2.47 cents per ton mile from agreed charge traffic.

The percentages and averages quoted in (5), (6) and (7) above are shown in Appendix "A", Tables I, II and III for seven years from 1952 to 1958, inclusive.

Operating Results—Companies under Jurisdiction of the Board

Tables IV to VIII in Appendix "A" show operating results since 1956 for companies under the Board's jurisdiction. Annual reports for 1959 are not yet available; but for railway and telephone companies which report monthly, a cumulation of ten months in 1959 has been compared with ten months in 1958.

(a) Railway Companies

Total rail operating revenues for the two Class I Canadian rail carriers reached a peak in 1956 when revenue freight ton miles were also at the highest level experienced. Freight traffic fell off sharply from the 1956 level during 1957 and 1958 and this was reflected in a lower level of total revenues. For the first ten months of 1959 total rail revenues increased 4.5 per cent over the similar period of 1958. Expenses increased by 3.1 per cent. Operating income after provision for taxes at the end of ten months had improved by $13.7 million over ten months of 1958. Revenue freight ton miles and revenue passenger miles for ten months of 1959 show fractional declines of less than one per cent from ten months of 1958.

The data for sixteen Class II railways includes operations of the Quebec North Shore and Labrador Railway which dominate the totals for this group. Traffic and revenue for this carrier increased sharply during 1959 while there was a general decline in other carriers' business. For ten months of 1959 as compared with the same period of 1958 total rail operating revenues of the Class II railways increased 14.4 per cent and operating expenses dropped 9.8 per cent. Operating income after taxes increased $5.7 million. Revenue ton miles of freight increased 22.4 per cent while revenue passenger miles dropped 8.4 per cent.

(b) Telephone Companies

Continued expansion was evident in these services. Total operating revenues in 1958 increased 8.5 per cent over those earned during 1957, while expenses rose 6.9 per cent. Net operating income after taxes was $16.4 million higher in the first ten months of 1959. The number of telephones operated increased 6.3 per cent in 1958 over 1957 and 6 per cent in the first ten months of 1959.

(c) Mackenzie Waterways Companies

Total revenues from combined operations decreased 0.2 per cent in 1958 from 1957. Expenses rose 2.0 per cent and there was a decline in operating income of $109,500. Total tons of freight carried were practically unchanged.

(d) International Bridge and Tunnel Companies

The number of vehicles, passengers and pedestrians crossing the international border declined in 1958. Total operating revenues increased two per cent over 1957 while operating expenses including taxes rose seven per cent. Net operating income dropped from $3.4 million to $3.2 million.

ENGINEERING

The year 1959 marked the fiftieth anniversary of the establishment of the Railway Grade Crossing Fund.

Amount of Statutory Votes to the Railway Grade Crossing Fund and Special Votes for protection at highway crossings:

1909 to December 31, 1959		$62,991,252.42
Amount paid	$29,446,945.68	
Outstanding Commitments	29,586,051.83	
Total		59,032,997.51
Balance available		$ 3,958,254.91

The original Railway Grade Crossing Fund legislation was contained in section 239(a), which was added to the Railway Act in 1909. This section provided for a vote of $200,000 annually for five years, beginning April 1, 1909, for the purpose of aiding in the cost of actual construction work of protection, safety and convenience for the public in respect of highway crossings of the railway at rail level. No contribution from the Fund could exceed 20% of the cost, up to a maximum of $5,000. No grants could be made to more then three crossings in any one municipality in any one year, or more than once to any one crossing.

The Fund was extended at $200,000 per annum in 1914, 1919 and 1929. No additions were voted for the Fund between 1940 and 1947, but the sum of $200,000 per annum was granted to the Fund from April 1, 1947, for a period of ten years. In 1948, however, the grant was increased to $500,000 per annum for a period of nine years, and in 1950, to $1,000,000 per annum for six consecutive years from April 1, 1951.

In addition to the above, apart from the statutory appropriations to the Fund, there have been two other types of financial assistance made by the Federal Government for this work. The first has been the special appropriation of additional grants to the Fund. Such grants were incorporated into the Fund and the same rules and procedures were applied as to the statutory grants. In 1930 $500,000 was transferred from the Unemployment Relief Fund to the Fund, and in 1932 $500,000 was similarly transferred from the Unemployment and Farm Relief Fund. Parliament approved a special vote of $500,000 to the Fund in 1934, and special votes to the Fund of $300,000 in 1938 and $500,000 in 1939 were made.

The second type of special assistance consisted of the use of unemployment relief funds for highway crossing protective works. Such grants, however, were not restricted by the rules and statutory provisions governing the Fund in order that they could be used to full effect to provide employment. The principal differences being:

(*a*) The Board authorized payments out of these special funds, subject to the approval of the Governor in Council.

(*b*) They could be applied to existing subways and overhead bridges as well as level crossings.

(*c*) Contributions could be made up to 100 per cent of the cost of projects.

(*d*) In orders making grants from such funds there were special provisions in regard to wages and working hours of persons employed on the works for which the grants were made.

Seventy per cent became the usual contribution, although in some cases of small municipalities, 100 per cent was paid. The votes were as follows:

1935	$ 1,000,000
1936–37	1,000,000
1937–38	1,064,000
1938–39	1,000,000
1939–40	1,000,000

The funds voted to The Railway Grade Crossing Fund are accumulative, whereas the money provided by these special votes had to be committed to projects by the end of the current fiscal year. Payments amounting to $4,978,192 were made from the special votes.

The contributions from the Fund to one project were raised to 25%, with a maximum of $15,000 in 1919; to 4%, with a maximum of $25,000, in 1926; and to 40%, with a maximum of $100,000, in 1928. In 1950 the percentage limit remained unchanged at 40%, but the maximum contribution for one project was raised to $150,000. The situation remained the same until 1955.

In 1955 the Railway Act was amended as a result of a general investigation made by the Board throughout Canada in 1953 at the request of the Governor General in Council. The 1955 amendments to the Railway Act increased the Railway Grade Crossing Fund from $1,000,000 to $5,000,000 per annum, and permitted contributions for any one project of 60% of the cost of construction, not to exceed $300,000. The amendments also permitted contributions of 30%, not exceeding $150,000, towards the cost of reconstruction and improvement of existing subways or overhead bridges. Up to January 1, 1955, the total amount of money paid towards the cost of protection at highway crossings out of the Railway Grade Crossing Fund and special votes amounted to $14,939,258.

After the 1955 amendments, the number of applications for grade separations and protection at highway crossings increased considerably and a further amendment to the Railway Act was made in 1958, for a period of three years. The amendment provided that during the period of three years from January 31, 1958, grants could be raised to 80%, with a maximum of $500,000, towards the cost of construction of work for the protection, safety and convenience of the public at existing crossings, and 50%, not exceeding $250,000, towards the cost of reconstruction and improvement of existing grade separations. The amendments also permitted similar grants towards the cost of relocation of public utilities. Another $10,000,000 was voted in 1958 and 1959, in addition to the statutory $5,000,000.

The experience so far since these amendments were made is that applications have been received in sufficient number to use the money made available every year for this purpose.

In order to expedite the approval of applications for grade separations to eliminate existing level crossings, the Board has adopted a formula of apportionment of cost between the interested parties. According to this formula, in the case of grade separation projects where the total cost is less than $625,000, the remainder of the cost, after the 80% contribution from the Railway Grade Crossing Fund, is apportioned, 5% to the Railway and 15% to the highway authority. The formula of apportionment of cost of installation of automatic protection at highway crossings was revised immediately after the 1958 amendments to the Railway Act and is still, 80% from the Railway Grade Crossing Fund, 7½% by the Railway, and 12½% by the highway authority with respect to the cost of installation. The cost of maintenance is divided equally between the Railway and the highway authority.

The adoption of these formulas has resulted in cutting down considerably the exchange of correspondence between the Board and the interested parties who never knew before to what extent they would be called upon to contribute towards the cost of projects of this nature. The formulas have been generally well accepted by the Railways and the various highway authorities.

Grade Separations, Protection at Highway Crossings and Other Projects

As in previous years, the greatest part of the Railway Grade Crossing Fund has been applied to projects of grade separations and in installation of automatic

protection at highway crossings in the Provinces of Ontario and Quebec, although the other provinces have received a share of it more or less in proportion to the ratio of their populations or motor vehicle registration.

The year 1959 was the first full year in which the 1958 amendments to the Railway Act applied, and this resulted in a substantial increase in the number of projects for which grants from the Railway Grade Crossing Fund were authorized.

Construction and Operation of Branch Lines

The Board approved the relocation of a portion of the Cornwall Subdivision of the Canadian National Railways through the City of Lachine, P.Q., in connection with the construction of the C.N.R. hump yard. The Board also authorized the relocation of the Canadian Pacific Railway Company's main line at Agincourt, Ontario, to permit the construction of a new hump yard. Authority was given to the Canadian National Railways to operate over the new branch line extending from St. Felicien to Chibougamau in the Province of Quebec.

Interlocking Plants, and Changes to Plants and Signals

The Board approved changes to a number of interlocking plants and signals on various railroads in Canada.

Approval was also given for the installation of C.T.C. signalling on three subdivisions of the Canadian National Railways and part of three subdivisions of the Canadian Pacific Railway Company.

Oil and Gas Pipe Lines

As a result of the formation of the National Energy Board, authority was removed from the Board of Transport Commissioners with respect to the construction and operation of oil and gas pipe lines.

General

The Engineering Department also dealt with a number of applications concerning construction of private or industrial sidings, drainage complaints, right-of-way fencing and opening or closing of highway crossings.

Field inspections and engineering reports were required in a great number of cases concerning these applications.

Statistical information with respect to various engineering and other projects approved by the Board during the year 1959 appears in Appendix "B" Pages 56 to 107.

OPERATING

Public safety in the operation of railways is a primary concern of the Operating Department of the Board.

To effectively carry out this work the Department is divided into four sections, that is, Operating; Mechanical; Transportation of Dangerous Commodities by rail freight and express, and Fire Prevention.

Part 1—Operating

The main function of the Operating Section is to promote greater safety for the protection of the travelling public and of railway employees whose duties are associated with train operation; to investigate accidents, station services, line abandonments, train services, operating rules and other related matters.

Safety Conferences:

On various occasions during the year matters relating to safety were discussed with representatives of both management and labour. At these conferences issues which need to be resolved are debated. This method of dealing with pressing and contentious problems has produced most satisfactory results.

In order to ensure uniformity and understanding of policy and methods of investigation, conferences were held during the year with officers of the field staff. At these conferences matters of concern to outside and headquarters personnel were reviewed and discussed.

Train Services:

Canadian railways, in common with all railways on the American continent, continue to watch their operations closely with a view to adjusting services to meet the public need in the face of declining traffic brought about by strong competitive forces provided by other forms of transportation.

During the year a total of 35 applications from railways involving the complete discontinuance of passenger or mixed train services were investigated and reports with recommendations submitted to the Board. Following major reductions in some train services, complaints were filed with the Board. These complaints were investigated by departmental officers and similar complaints as to the adequacy of train service were also investigated in order to facilitate the Board's final consideration of these complaints.

Station Services:

During the year there were 159 applications from railways to remove regular station agents and replace them with caretakers or to remove caretakers. In accordance with the Board's regulations the local municipal authorities or Boards of Trade at the points affected are advised of the Company's intention to apply to the Board for an Order permitting such removal. These applications state the grounds on which the removal is sought and in every instance show the gross earnings from the station in question and passenger, freight and express business during the two years previous to the application. Applications of this nature are usually reviewed on the ground by the Board's District Inspectors, the special circumstances of each case carefully assessed and all interested parties given every opportunity to express their views. Invariably each of these applications resolves itself into a question of whether the loss and inconvenience to the public outweighs the burden to the railway in providing the service.

Regulations of the Board regarding the information to be submitted by the railways when filing applications to reduce station services as contained in Circular 270 were reviewed. As a result, Circular 281, requiring additional information in these cases, was issued and Circular 270 rescinded.

During the year 385 applications requesting authority to remove station buildings were dealt with.

Abandonments:

During the year four applications for permission to abandon 57.93 miles of track were approved. There are 13 such applications under consideration involving 470.90 miles of track. These applications involve field investigations in conjunction with the Board's Engineering Department and subsequent report and recommendation to the Board.

Accident Investigations:

During the year a total of 2,861 accidents were investigated. Of these 546 occurred at highway crossings. Following inspection of these crossings additional protection was recommended in 152 cases.

Detailed statistical data for the year 1959 is given in Statements Nos. 1 to 8 appended hereto. (See Appendix "C", pages 108 to 115).

Reflective Markings on Railway Equipment:

As indicated in the Board's Annual Report for last year, the Railway Act was amended to enable the Board to contribute toward the cost of placing reflective markings on the sides of railway cars and on signboards at highway crossings. Following a public hearing held in Ottawa with respect to the placing of reflective markings on the sides of railway cars, Board Order No. 97788 dated May 1st, 1959, was issued directing railway companies to place reflective markings on the sides of all new box cars in addition to an equivalent number of box cars already in service.

Reports received from the railways indicate that approximately 3,900 cars were equipped with reflective markings between the date the Board's Order issued and the end of the year 1959.

Operating Rules:

An extensive review was made of the Consolidated Code of Operating Rules for use on the Great Northern Railway and these Rules were approved by Board Order No. 99896 dated December 8th, 1959.

Part 2—Mechanical

Throughout the year the Mechanical Section engaged in all matters having to do with the safe and suitable condition of locomotives, boilers, passenger cars, freight cars and other types of rolling stock. Every kind of railway equipment was subject to examination by the Board's District Inspectors in an effort to bring about correction of units found to be in unsafe or potentially unsafe condition.

In addition to other activities this year the field inspectors examined 1,627 steam locomotives, 6,812 locomotives other than steam, 9,154 passenger train cars, 83,418 freight cars, 810 stationary boilers and steam generators, 15,015 freight cars for correct tare weight and interiors of 76 steam locomotive boilers. Details of Inspectors' findings are included in statistical statements Nos. 9 to 12 (inclusive) appended hereto (See Appendix "C", pages 116 to 120).

New Equipment:

By their willingness to introduce entirely new types of rolling stock, Canadian railways are now well to the fore in the current effort of railways on this continent to adapt themselves to the changing transportation demands of industry. A variety of freight cars of unconventional design are already in use or in course of development. Some of the cars feature advantages of shape and size and ease in loading, stowing and unloading particular commodities, e.g., pulpwood or automobiles. Others are especially designed for the safe accommodation and quick handling of truck trailers used in rapidly growing inter-city "piggy-back" services.

New types of rolling stock units are examined to insure their general suitability and compliance with the Board's safety requirements before being approved for general service. Approval of new equipment continues to involve the technical officers of the Operating Department in much correspondence and inspection work.

Review of Regulations:

Important technological advances in the motive power, car, maintenance and repair fields when coordinated with similar advances in signal, communicating and train control techniques have enabled railways to abandon many of their long established practices. This development, not unexpectedly, is causing parts of Board Orders that were written some years ago to become obsolete. In recognition of this situation a study will be made of the regulations affected with a view to their modernization or replacement.

Heating and Power Boilers:

Existing rules and regulations pertaining to boilers other than those of steam locomotives were written a number of years ago when the use of automatic boilers and steam generators was not contemplated. The situation has changed greatly in recent years. Automatic boilers and steam generators of various design operated with the aid of complex control systems are now used in every kind of railway service, including train heating.

When new types of steam generating units were brought into use it became necessary to amend or add to the Board's rules for boilers other than those of steam locomotives. However, a survey of the situation showed that in view of probable developments it would be of benefit to all concerned if the department would undertake the preparation of new and comprehensive regulations which would cover old as well as new types of heating and power boilers regardless of the service to which they were put. These regulations are now in the advanced stages of completion and only a few points of difference remain to be settled with the railways. It is expected that a general order titled "Regulations for Heating and Power Boilers" will be issued in 1960 and that existing rules for stationary boilers will then be rescinded.

Safety Appliances:

Revision of motive power and rolling stock safety appliance standards and consolidation of their numerous amendments is well in hand.

The safety appliance problem is international in character and involves liaison with the Bureau of Safety of the Interstate Commerce Commission in the U.S.A. This year discussions between operating department officers and their counterparts in Washington served to strengthen the feeling of mutuality which has grown in recent years and also made possible the clarification of a number of outstanding questions pertaining to the equipping of rolling stock operated in international service. It is expected that a draft of the latest proposals will be ready for distribution to railways and other interested parties in the near future.

General Orders:

General Order 838 "Air Pollution and Smoke Control" regulations became effective early in the year. This Order replaces all previous smoke abatement regulations. Some of these had been in existence since 1908 and were not designed to control air contamination resulting from railway operation in the degree now thought necessary by Departments of Health and other public bodies.

The new regulations were developed by Operating Department officers in co-operation with representatives from the railways and from the Federal Department of Health. They apply to all railways subject to the jurisdiction of the Board and are operative in municipalities which pass air pollution by-laws.

General Order 851 "Rules and Instructions for Inspection and Maintenance of Motive Power Units other than Steam" was issued in October 1959 and becomes effective April 1st, 1960. This Order is timely and needful now that steam locomotives have been replaced by diesel electric locomotives as the principal motive power type on railways in this country. The object of the new regulations is to promote the safety of the public and of railway employees by ensuring the satisfactory design, operation, inspection and repair of motive power units and their important ancillary equipment. The rules were developed in the Operating Department and finalized to the satisfaction of all interested parties after a most careful study of the subject which was greatly aided by frequent submission and expressions of opinion from railway representatives and legislative committees of railway labour groups.

Motive Power:

As shown in the accompanying tables at the end of 1959 major railways had an inventory of 3,030 diesel units and 1,518 steam locomotives. By contrast 5 years ago more than 3,600 steam locomotives but only 1,000 diesel units were in use.

The rapid conversion from steam to diesel motive power prompted, no doubt, by attractive economic and operating advantages which derive from the use of diesel locomotives must be regarded as a notable achievement on the part of Canadian railways. The preponderance of railway operation is now by diesel-electric traction and only one other country in the world has made greater advances in this direction.

MOTIVE POWER TRENDS—MAJOR RAILWAYS

Year	Steam Locomotives					
	Coal Fired		Oil Fired		Total	
	C.N.R.	C.P.R.	C.N.R.	C.P.R.	C.N.R.	C.P.R.
1955	1462	1154	433	250	1895	1404
1956	1319	991	386	214	1705	1205
1957	1111	788	333	184	1444	972
1958	903	630	310	146	1213	776
1959	704	464	261	89	965	553

Year	Diesel-Electric Locomotives					
	Road Locos.		Switchers		Total	
	C.N.R.	C.P.R.	C.N.R.	C.P.R.	C.N.R.	C.P.R.
1955	477	372	306	184	783	556
1956	721	470	384	198	1105	668
1957	1003	583	430	239	1433	822
1958	1269	689	467	255	1736	944
1959	1504	740	517	269	2021	1009

General Investigations:

Presently a number of matters some of them brought to the department's attention by Board's Inspectors and some by representatives of railway labour groups are under investigation to ascertain if improvements are necessary and feasible. The questions included such items as performance of disc brakes under severe winter conditions; strength and suitability of front ends of diesel units and self-propelled cars; loading of open top cars; exhaust gases from diesel engines; locomotive pilot and footboards; spark arrestors for diesel units, etc.

Part 3—Dangerous Commodities Section

Regulations for the Transportation of Dangerous Commodities by Rail:

As recorded in the 1958 Annual Report, a new book of the Board's dangerous commodity regulations was issued in that year under the title "Transportation of Dangerous Commodities by Rail". The first supplement to these regulations was issued on November 15th, 1959.

Activity in connection with the administration of the Board's dangerous commodity regulations remained at a high level during the year, reflecting the continued post war expansion of Canadian industry in 1959.

Special Permits and Board Orders:

Sixty-six special permits and two Board Orders were issued in 1959 for the purpose of prescribing the conditions of transportation for special shipments of dangerous commodities not provided for by the existing regulations and to permit the experimental use of new containers not covered by any of the present B.T.C. container specifications. An additional 455 Board Orders were issued approving facilities for the bulk storage of flammable liquids and liquefied petroleum gases on property subject to the jurisdiction of the Board.

General Orders:

The General Orders listed below are the principal General Orders issued in 1959.

(1) General Order 841 pertaining to stationary bulk storage facilities for liquefied petroleum gases. Issued April 27th, 1959.

(2) General Order 842 pertaining to stationary bulk storage facilities for Anhydrous Anmonia. Issued April 27th, 1959.

(3) General Order 847 pertaining to fuel gas systems on railway cars. Issued June 3rd, 1959.

Board Circulars:

Board Circular No. 280 pertaining to temporary loading and unloading facilities for flammable liquids and compressed gases was issued on September 3rd, 1959.

Bulk Storage Facilities:

191 applications were received in 1959 for the approval of new bulk storage installations, while 264 applications were received for the approval of additional facilities to existing installations.

As shown in the table below, the number of applications received in 1959 was higher than for either 1958 or 1957 but about the same as for 1956. With regard to the total capacity of tanks erected, it will be noted that the figure for 1959 is approximately the same as in 1958 but is appreciably lower than either

the 1957 or 1956 figures. These changes are considered to be within the limits of normal year to year variation but in comparing 1959 with other years, and in particular 1956, there is no apparent explanation for the obvious lack of correlation between the number of applications received and the total capacity of tanks erected.

The figures shown in the table are for permanent installations only. Temporary installations, at which storage tanks are not erected and the commodity is transferred directly from tank car to tank truck, number approximately 50 per year. The majority of these installations are used for the seasonal distribution of Anhydrous Ammonia as a fertilizer.

STATIONARY BULK STORAGE FALICITIES FOR FLAMMABLE LIQUIDS LIQUEFIED PETROLEUM GASES AND ANHYDROUS AMMONIA

Year	Type of Installation*	New Installations	Additional Facilities	Total Applications	Imperial Gallons	Installations Inspected
1959	F.L.	171	251	422	36,400,815	501
	L.P.G.	20	13	33	303,600	5
	NH_3	.....	.....	.....	.....	1
1958	F.L.	117	178	295	30,241,973	1,239
	L.P.G.	14	5	19	578,884	47
	NH_3	1	.....	1	7,985	.....
1957	F.L.	129	195	324	61,072,179	546
	L.P.G.	13	5	18	630,000	19
	NH_3	.....	.....	.....	.....	.....
1956	F.L.	138	296	434	84,827,875	330
	L.P.G.	24	9	33	1,148,300	13
	NH_3	3	.....	3	75,000	.....

* F.L.—Flammable Liquid
L.P.G.—Liquefied Petroleum Gas
NH_3—Anhydrous Ammonia

Part 4—Fire Prevention

Statistics:

Detailed statistics are shown in Statement No. 13 appended hereto (See Appendix "C", page 121), from which it will be noted that 230 fires occurred during the fire season of 1959 chargeable to railway operations within or adjacent to approximately 15,147 miles of railway right-of-way classified as forested territory. These fires burned 863 acres of land. Eighty-four fires were also reported as originating and burning in ties in track which did not spread or cause damage other than to track ties.

In addition to the above 40 fires were reported to have occurred on or adjacent to the railway right-of-way which were charged to other known causes and 34 fires of unknown origin. These fires burned 1,546 acres of land.

Railway Fires Patrols:

Fire patrol requirements under the terms of paragraph 29 of General Order No. 548 were addressed to all railways concerned.

Statistics showing forested mileage along the railways upon which patrols are prescribed are as follows:

	Miles
Special Section Patrols prescribed on	1,809.1
Special Power Speeder Patrols	2,191.9
Special Section Patrols on request	3,120.7
Special Velocipede Patrols	127.6
Mileage in forested territory on which no special patrol required, detection, reporting and extinguishing of fires being part of the regular duties of section forces and other employees	7,898.2
Total	15,147.5

FIREGUARDS

Railway	Mileage both sides of track to be accounted for exclusive of approved exemptions	Fireguard mileage constructed or maintained during year	Percentage completed
Canadian National	2,846.0	850.5	29.9
Canadian Pacific	1,998.35	840.15	42.4
Northern Alberta	19.3	17.1	89.0
Totals	4,863.65	1,707.75	35.1

TRAFFIC DEPARTMENT

The duties of the Traffic Department relate to matters falling within the provisions of those sections of the Railway Act and the Transport Act under the broad heading of "Traffic, Tolls and Tariffs". They are also concerned with: Section 42 of the Railway Act respecting the tolls of international bridges and tunnels; Section 380 of the Railway Act respecting the tolls, tariffs and connecting agreements of telegraph and telephone companies; Section 468 of the Railway Act covering the payment of a trackage subsidy between eastern and western Canada to be applied to reductions in freight rates for the benefit of commodities moving over such trackage; the licensing of ships under Part II of the Transport Act; the provisions of Part IV of the Transport Act respecting Agreed Charges; the provisions of the Freight Rates Reduction Act respecting a reduction in certain class and commodity rates by twenty million dollars during a period of one year; and the provisions of the Maritime Freight Rates Act.

It audits the issuance of free or reduced rate transportation authorized by the Railway Act and Transport Act; is the repository for tariffs filed by carriers and others pursuant to the various statutes, including the communication services of the railways and of certain telephone companies; furnishes rate information, analyses of formal and informal complaints, and advice to the Board to assist it in reaching decisions; and in general administers the traffic functions of the Board under policies laid down by the Board or under its specific direction.

The tariff files of the Board contain thousands of tariffs of all kinds— they are the catalogues of prices for the services which are rendered by those filing

the same. These services embrace railway express, freight and passenger movements; water carrier freight and passenger traffic; telegraph; telephone; international bridges and tunnels and agreed charges. For all of these services the tariffs contain millions of rates of various kinds.

Tariffs Filed During 1959:

Railways:		
Freight:		
Local to one line	2,730	
Joint over two or more lines	13,184	
International (Canada-U.S.A.)	19,847	
Total		35,761
Passenger:		
Local	406	
Joint	392	
International	945	
Total		1,743
Express:		
Local	455	
Joint	191	
International	233	
Total		879
Agreed Charges		1,004
Total rail		39,387
Water Carriers:		
Freight	524	
Passenger	12	
Total water carriers		536
International Bridges & Tunnels		4
Telephone		3,522
Telegraph		171
Total all services		43,620

Ancillary to the filing of the tariffs are documents required to signify the concurrence of certain carriers or companies in joint rates published by other carriers or companies, and a total of 243 such documents was filed during the year. Provision is also made in the Board's tariff regulations for the filing, in certain cases, of tariffs by agents appointed by powers of attorney and, to authenticate this procedure, the regulations require that such powers of attorney be filed with the Board. During the year 45 of them were filed.

The combined total of these documents and the tariffs noted above, was 43,908 or an average intake of 174 per working day.

Maritime Freight Rates Act:

Under this Act a reduction in freight rates is made within the select territory defined in the Act, namely the four Maritime Provinces and that part of the Province of Quebec situated Levis and East, and also from that select territory to points west thereof in Canada.

Within the select territory the reduction made is twenty per cent below the normal level of rates, and from the said territory to points west thereof the reduction is thirty per cent for the haul which occurs within the select territory.

The Statute requires the Board to approve the reduced rates so made, and additionally to fix normal rates for reimbursement purposes in respect of railways other than the Canadian National Railways. Reimbursement to the Canadian National Railways is not made the responsibility of the Board.

Claims for reimbursement are presented by the railways some time after the movement of the traffic to which they relate. They are then checked by this Branch and certified for payment. Claims for reimbursement to railways other than the Canadian National for the period of twelve months ending June 30, 1959, totalled $2,043,900.53 of which $2,002,962.60 was allowed, resulting in a total deduction for the period of $40,937.93. In auditing such claims, the verification, and correction where necessary, of over 706,000 rates was involved, or an average of over 2,670 per working day. Reimbursement paid for the period under review was $90,609.31 less than the previous corresponding period as a result of changes in the nature of the traffic and the lengths of haul.

The foregoing work, and the 17% general freight rate increase effective December 1, 1958, necessitated the drafting of a total of 199 Orders for approval and issuance by the Board, approving reduced rates under the provisions of the Act and fixing reimbursement. For reimbursement purposes, 145 of these Orders contained some 36,250 normal rates computed by this Branch and fixed by the Board.

Water Carrier Licensing:

Five carriers with a total of 76 vessels, aggregating 257,183 tons, gross tonnage, were licensed for service on the Great Lakes and St. Lawrence River and five carriers with a total of 39 tugs, (4,833 tons, gross tonnage), and 133 barges, (32,867 tons, gross tonnage), were licensed for service on the Mackenzie River System for the season of navigation 1959. Compared with the previous year, there was an increase of one vessel on the Great Lakes and St. Lawrence River and an increase of two tugs and one barge on the Mackenzie River System. Licences are granted, in accordance with the provisions of Part II of the Transport Act, upon the Board being satisfied that public convenience and necessity require the transport applied for.

Equalization of Freight Rates:

Further progress was made with respect to the equalization of freight rates under the provisions of Section 336 of the Railway Act. Work was completed on the equalization of commodity freight rates on lumber and forest products upon which the Board issued its Judgment on September 15, 1959 (49 J.O.R. & R. 395). Other studies are continuing on commodity rates upon which hearings have taken place with officers of the branch in attendance.

Waybill Analysis:

The work of the branch continued with respect to the checking of waybills for correctness of rates and charges, computation of distances, and the allocation of the traffic to its proper place for inclusion in the final study which is made available to the public. During the year approximately 16,800 such waybills were so processed.

Trackage Maintenance Subsidy (Sec. 468 Railway Act):

The maximum payment of seven million dollars for maintenance of certain trackage in the Lake Superior District continued to be applied as rate reductions on the traffic using such trackage. The reductions in carrying charges resulting

therefrom averaged $3.38 per ton, or 6.30 per cent, below normal rate revenue. At the beginning of 1959, the trackage maintenance subsidy reduction factors applied to the basic rates were the aggregate of 3.5 per cent and 7.5 cents per 100 pounds. As a result of changes in the volume and composition of traffic passing over the subsidized trackage, and changes in the lengths of haul, further reductions in the basic rates were made during the year. Effective March 1, 1959, the reduction factors became 3.5 per cent and 10.5 cents per 100 pounds and, effective December 1, 1959, they were further changed to 4.72 per cent and 15 cents per 100 pounds.

Freight Rates Reduction Act:

The Freight Rates Reduction Act, providing for a freight rate subsidy of twenty million dollars, came into force on July 8, 1959 and required the Board to order certain reductions in specified freight rates for a period of one year. Officers of the branch participated in the deliberations concerning the methods to be employed in disbursing the said subsidy to the railways. Following the issuance of Board's Order No. 98424, dated July 10, 1959, ordering a reduction of the seventeen per cent general freight rate increase of December 1, 1958 to a level of 10% in respect of the rates covered by the Act, some 800 tariff schedules were filed, implementing such Order effective August 1, 1959.

Agreed Charges:

The following table compares the filing of new and supplemental agreed charges for the years 1959 and 1958:

	1959	1958
New agreements	320	204
Supplements	684	544
Totals	1,004	748

Telegraph and Telephone Tariff Regulations:

A revision of the regulations respecting the construction, filing and posting of telegraph and telephone tariffs by telegraph and telephone companies subject to the Board's jurisdiction was completed during the year and promulgated by the Board for observance of such companies. The revised regulations combined and brought up to date several previous regulations.

Royal Commission on Transportation:

The Royal Commission on Transportation sought the assistance of Mr. H. W. Ellicott, Assistant Director of the branch, and he was loaned to that body as a special advisor from the beginning of November, 1959.

General:

The staff of the Branch totals 24, consisting of 19 experienced persons in the specialized work involved and the remainder of secretarial and junior clerical personnel. Approximately 3,600 communications of various kinds emanated from the Branch during the year concerning the various phases of its work. Conferences and hearings were attended; information supplied to other government departments as requested and in all respects the staff has laboured to discharge its responsibilities efficiently.

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APPENDICES

APPENDIX "A"—ECONOMICS AND ACCOUNTING

TABLE I—WAYBILL ANALYSIS
Percent of Sample Ton Miles

Type of Traffic	1952	1953	1954	1955	1956	1957	1958
	%	%	%	%	%	%	%
Class Rated	6.7	5.4	4.3	4.3	3.4	3.6	3.1
Commodity Non-Competitive	41.8	34.6	43.4	43.5	35.8	35.8	32.4
Statutory	40.6	47.0	30.1	25.6	33.8	31.7	32.7
Competitive	5.8	7.0	12.5	15.8	17.2	16.7	17.3
Agreed Charge	1.3	1.8	3.2	4.9	5.1	7.2	8.7
Multiple Rates	3.2	2.4	3.9	3.1	2.1	2.7	3.3
Mixed Shipments	.6	1.8	2.6	2.8	2.6	2.3	2.5
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE II—WAYBILL ANALYSIS
Percent of Sample Revenue

Type of Traffic	1952	1953	1954	1955	1956	1957	1958
	%	%	%	%	%	%	%
Class Rated	19.0	14.5	10.8	10.2	9.3	9.4	8.2
Commodity Non-Competitive	49.4	45.1	49.4	45.0	41.3	41.4	37.3
Statutory	15.4	17.1	10.4	8.9	11.5	9.9	10.5
Competitive	9.1	12.8	15.8	19.3	21.0	20.5	23.1
Agreed Charge	3.4	4.4	5.9	9.4	10.0	12.3	13.8
Multiple Rates	2.1	1.7	2.0	1.7	1.2	1.5	1.9
Mixed Shipments	1.6	4.4	5.7	5.5	5.7	5.0	5.2
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE III—WAYBILL ANALYSIS
Average Revenue per Freight Ton Mile

Type of Traffic	1952	1953	1954	1955	1956	1957	1958
	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Class Rated	3.64	3.77	3.89	3.65	3.89	4.05	4.05
Commodity Non-Competitive	1.51	1.81	1.75	1.58	1.66	1.81	1.78
Statutory	0.49	0.51	0.53	0.53	0.49	0.49	0.50
Competitive	2.01	2.52	1.94	1.87	1.77	1.93	2.07
Agreed Charge	3.51	3.40	2.87	2.93	2.85	2.65	2.47
Multiple Rates	0.86	0.97	0.78	0.80	0.84	0.87	0.86
Mixed Shipments	3.23	3.25	3.34	2.98	3.22	3.40	3.22
Total	1.28	1.39	1.54	1.52	1.45	1.57	1.55

TABLE IV—OPERATING RESULTS—CLASS I RAILWAYS[1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1956	1,228,927,347	1,137,933,251	90,994,096	68,024,396	2,691,703
Year—1957	1,193,074,122	1,141,311,725	51,762,397	60,315,274	2,729,349
Year—1958	1,132,596,476	1,106,676,187	25,920,289	58,758,436	2,320,646
1958—10 Months	937,198,837	915,997,641	21,201,196	48,778,238	1,950,585
1959—10 Months	979,416,655	944,475,446	34,941,209	48,463,221	1,936,722

[1] Canadian National and Canadian Pacific; as of January 1, 1958 the Hudson Bay Railway was absorbed into the Canadian National System.

TABLE V—OPERATING RESULTS—CLASS II RAILWAYS[1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1956.....	151,427,349	136,729,313	14,698,036	10,432,414	207,866
Year—1957.....	152,821,412	142,959,079	9,862,333	10,415,047	177,991
Year—1958.....	117,110,266	109,283,214	7,827,052	7,180,114	149,692
1958—10 Months....	100,716,357	89,806,531	10,909,826	6,465,071	125,147
1959—10 Months....	115,227,055	98,603,574	16,623,481	7,911,171	114,602

[1] Seventeen Railways earning over $500,000 gross rail revenues annually in 1956 and 1957. Sixteen Railways from January 1, 1958 (Hudson Bay Railway absorbed into Canadian National System).

TABLE VI—OPERATING RESULTS—TELEPHONE COMPANIES[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Telephones Operated[2]
	$	$	$	No.
Year—1956.....	311,604,462	263,868,181	47,736,281	3,178,288
Year—1957.....	344,800,178	295,115,666	49,684,512	3,407,041
Year—1958.....	374,249,550	315,589,427	58,660,123	3,621,056
1958—10 Months.....	308,111,653	263,499,638	44,612,015	3,502,559
1959—10 Months.....	357,244,310	296,249,660	60,994,650	3,712,320

[1] Includes the Bell Telephone Co., British Columbia Telephone Co., and Bonaventure and Gaspe Telephone Co.
[2] Bonaventure and Gaspe telephones not included.

TABLE VII—OPERATING RESULTS—WATER CARRIERS ON MACKENZIE WATERWAYS[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Freight Carried
	$	$	$	(Tons)
Year—1956.....	5,133,952	4,827,814	306,138	242,928
Year—1957.....	5,158,838	4,986,460	172,378	233,261
Year—1958.....	5,147,457	5,084,557	62,900	232,938

[1] 1956 and 1957 report includes water transport operations of the Hudson's Bay Co., McInnes Products Corporation, Northern Transportation Co., and Yellowknife Transportation Co. Operations of the McInnes Products Corporation which are on a basis of fiscal year beginning May 1 annually have been included in the calendar year indicated. At the end of 1957 season Mackenzie River operations of the Hudson's Bay Company were sold to Northern Transportation Co.

TABLE VIII—OPERATING RESULTS—INTERNATIONAL BRIDGES AND TUNNELS[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Vehicles	Pedestrians	Passengers Other Than Vehicle Drivers
	$	$	$	No.	No.	No.
Year—1956.....	8,435,997	5,311,150	3,124,847	16,979,352	1,083,436	25,153,720
Year—1957.....	9,030,586	5,616,809	3,413,777	17,564,202	1,044,553	30,288,047
Year—1958.....	9,210,222	6,020,016	3,190,206	17,414,083	1,000,180	29,833,908

[1] Includes reports of the following companies:
Buffalo and Fort Erie Public Bridge Authority
Cornwall International Bridge
Detroit and Canada Tunnel Corporation
Detroit International Bridge and Canadian Transit Co.
Lewiston-Queenston Bridge, Inc.
Niagara Lower Arch Bridge Co., Ltd.
Niagara Falls Bridge Commission
State Bridge Commission of Michigan (May 31 annually)
Thousand Islands Bridge Authority (February 28 annually)
International Bridge and Terminal Co.

APPENDIX B—ENGINEERING

STATEMENT 1—EXPENDITURE FOR PROTECTION AT HIGHWAY CROSSINGS 1909 TO DECEMBER 31, 1959

Province	Railway Grade Crossing Fund	Percentage of Total	Province and/or Municipality	Percentage of Total	Railway	Percentage of Total	Total
	$ cts.		$ cts.		$ cts.		$ cts.
British Columbia	2,333,908 79	37.12	3,239,404 47	51.47	717,152 88	11.41	6,290,466 14
Alberta	2,380,987 62	42.90	2,261,888 30	40.75	907,599 80	16.35	5,550,475 72
Saskatchewan	1,612,617 83	42.18	1,802,428 24	47.14	408,325 43	10.68	3,823,371 50
Manitoba	688,426 58	46.64	348,609 23	23.62	439,086 69	29.74	1,476,122 50
Ontario	14,415,760 88	28.72	19,778,031 41	39.40	16,003,920 10	31.88	50,197,712 39
Quebec	5,652,450 23	45.57	4,998,757 79	40.30	1,752,392 66	14.13	12,403,600 68
New Brunswick	919,175 56	38.46	795,938 11	33.31	674,621 15	28.23	2,389,734 82
Nova Scotia	1,391,995 00	53.30	804,552 42	30.81	415,236 96	15.89	2,611,784 38
Prince Edward Island	32,653 63	56.22	18,212 85	31.36	7,213 57	12.42	58,080 05
Newfoundland	18,969 56	64.62	6,250 06	21.29	4,136 15	14.09	29,355 77
Totals	29,446,945 68	34.72	34,054,072 88	40.14	21,329,685 39	25.14	84,830,703 95

STATEMENT 2—SHOWING TOTAL AMOUNT PAID FOR WORK DONE IN THE DIFFERENT PROVINCES, OUT OF THE RAILWAY GRADE CROSSING FUND AND SPECIAL VOTES—PERCENTAGE OF TOTAL EXPENDITURE IN EACH PROVINCE AND PERCENTAGE OF POPULATION OF CANADA IN EACH PROVINCE FROM 1909 TO DECEMBER 31ST, 1959

Province	Total Expenditure from the different Votes	Percentage of Total amount of Expenditure	Population of Province	Percentage of Population of Canada
	$ cts.			
British Columbia	2,333,908 79	7.93	1,592,000	9.04
Alberta	2,380,987 62	8.08	1,264,000	7.18
Saskatchewan	1,612,617 83	5.47	907,000	5.14
Manitoba	688,426 58	2.34	892,000	5.06
Ontario	14,415,760 88	48.96	6,029,000	34.22
Quebec	5,652,450 23	19.20	5,062,000	28.74
New Brunswick	919,175 56	3.12	595,000	3.38
Nova Scotia	1,391,995 00	4.73	719,000	4.08
Prince Edward Island	32,653 63	.11	103,000	.59
Newfoundland	18,969 56	.06	453,000	2.57
Totals	29,446,945 68	100.00	17,616,000	100.00

STATEMENT 3—DISTRIBUTION OF CONTRIBUTIONS FROM RAILWAY GRADE CROSSING FUND BY PROVINCES 1959

British Columbia	$ 441,160.92
Alberta	1,371,661.44
Saskatchewan	239,560.00
Manitoba	829,498.00
Ontario	8,055,331.07
Quebec	5,027,498.79
New Brunswick	588,106.62
Nova Scotia	485,740.71
Prince Edward Island	6,400.00
Newfoundland	350,660.00
Total	$17,395,617.55

In addition to the above total, a contribution was made from the Railway Grade Crossing Fund towards the cost of reflectorized crossing signs in Canada of $202,080.00, making a total contribution for 1959 of $17,597,697.55.

STATEMENT 4

GRADE SEPARATIONS APPROVED IN 1959

The following grade separations, reconstruction of grade separation and highway diversions were approved during the year at the following points and contributions were made towards the cost of construction out of the Railway Grade Crossing Fund.

Grade Separations, Reconstruction of Grade Separations and Highway Diversions	Contributions From the Railway Grade Crossing Fund	
Construction of overhead bridge, C.N.R., Trans Canada Highway near Folly Lake, Colchester County, mile 25.1 Springhill Sd., N.S.	80%	$ 135,200.00
Construction of subway, C.P.R., Cremazie Blvd., Montreal, mile 7.24 Park Avenue Sd., Que.	60%	300,000.00
Construction of overhead bridge, C.P.R., Highway No. 11, Ste. Agathe, mile 44.28 Ste. Agathe Sd., Que.	60%	151,927.00
Construction of subway, C.P.R., Archibald Street, in the City of St. Boniface, Manitoba	80%	461,600.00
Utilities	80%	14,400.00
Construction of overhead bridge, C.N.R., Highway No.133, Lot 1, Con. 2, Twp. of Smith, County of Peterborough, mile 69.67 Campbellford Sd., Ontario	80%	182,400.00
Utilities	80%	3,920.00
Construction of overhead bridge, C.P.R., Highway No. 17, Twp. of Dorion, mile 89.95 Nipigon Sd., Ontario	80%	210,800.00
Reconstruction of overhead bridge, C.N.R., Margaret Avenue, Kitchener, mile 62.44 Brampton Sd., Ontario	50%	106,800.00
Construction of subway, C.P.R., Symington Avenue, Toronto, mile 5.41 North Toronto Sd., Ontario	80%	500,000.00
Construction of subway, C.N.R., Lawrence Avenue, Toronto, mile 3.63 MacTier Sd., Ontario	80%	500,000.00
Construction of subway, C.P.R., Lawrence Avenue, Toronto, mile 8.44 Brampton Sd., Ontario	80%	500,000.00
Reconstruction of overhead bridge, C.P.R., County Road No. 25 in the Twp. of East Wawanosh and in Twp. of Hullett, Ontario.	50%	52,000.00
Reconstruction of overhead bridge, C.N.R., St. Marc Hill, Shawinigan Falls, mile 27.01 Grand'Mere Sd., Que.	50%	117,500.00
Utilities	50%	200.00
Construction of overhead bridge, C.P.R., Highway No. 68, near Raven Lake, mile 9.78 Little Current Sd., Ont.	80%	96,800.00
Reconstruction of subway, C.N.R., near Plaster Rock, mile 47.91 Grand Falls Sd., N.B.	50%	83,090.00
Utilities	50%	1,910.00
Construction of overhead bridge, C.N.R., William Street, Brockville, mile 125.43 Cornwall Sd., Ontario Construction of overhead bridge, C.P.R., William Street, Brockville, mile 27.57 Brockville Sd., Ontario	80%	234,400.00
Utilities	80%	5,840.00
Construction of overhead nridge, C.N.R., Edward Street, Prescott, mile 113.44 Cornwall Sd., Ontario	80%	300,800.00
Reconstruction of bridge over Kaministiquia River, City of Fort William, Ontario	50%	24,500.00
Construction of overhead bridge, C.N.R., Metropolitan Blvd., (Brock Ave.) Montreal West, Quebec	80%	500,000.00
Construction of overhead bridge, C.N.R., St. James Street (Upper Lachine Road) Ville St. Pierre, Quebec	80%	500,000.00
Construction of Pedestrian Underpass and highway diversion, Maple Avenue, Ville St. Pierre, Quebec	80%	408,000.00
Construction of Subway, C.P.R., 55th Avenue, Lachine, Quebec.	80%	260,000.00
Construction of subway, C.N.R., 55th Avenue, Lachine, Quebec.	80%	500,000.00
Construction of overhead bridge, C.N.R., Trans-Canada Highway (Metro. Winnipeg By-Pass) mile 10.46 Gladstone Sd., Man.	80%	229,750.00
Utilities	80%	10,800.00

Grade Separations	Contributions From the Railway Grade Crossing Fund	
Reconstruction of overhead bridge, C.N.R., at Stewiacke, County of Colchester, mile 46.35 Bedford Sd., N.S.	50%	135,000.00
Construction of subway, C.N.R., Petrie Street, City of Corner Brook, mile 408.8 Port aux Basque Sd., Newfoundland	80%	208,000.00
Utilities	80%	1,500.00
Reconstruction of overhead bridge, C.N.R., Kingston Road, at West Hill Twp. of Scarborough, mile 321.45 Oshawa Sd., Ont.	50%	62,500.00
Utilities	50%	1,900.00
Construction of overhead bridge, C.N.R., Cote de Liesse Road, between Town of Mount Royal and St. Laurent, Quebec, mile 41.71 L'Assomption Sd.	80%	500,000.00
Construction of subway, C.P.R., Westminster Avenue, Cote St. Luc, mile 0.85 St. Luc Branch, Quebec	80%	344,400.00
Reconstruction of subway, C.N.R., Chambord-Lake Bouchette Rd., Parish of Chambord, mile 62.86 Jonquiere Sd., Que.	50%	45,000.00
Construction of overhead bridge, C.N.R., Highway No. 37, Lot 9, Con. 3, Twp. of Thurlow, Ontario, mile 2.24 Campbellford Sd.	80%	182,400.00
Construction of Subway, Algoma Central, Highway No. 17, Twp. of Tarentorous, mile 7.73 Soo Sub., Ontario	80%	99,200.00
Reconstruction of overhead bridge, C.N.R., Highway No. 54, North Cayuga, mile 49.1 Cayuga Sd., Ontario	50%	89,500.00
Utilities	50%	4,950.00
Highway diversion, C.P.R., Tinker Rd., between mile 1.75 and 2.61 Aroostook Sd., N.B.	80%	36,626.00
Replace overhead bridge, C.N.R., Cote de Liesse Road, Town of Mount Royal, mile 4.5 Mount Royal Sd., Quebec		250,000.00
Construction of overhead bridge, C.N.R., Trans-Canada Highway, near Brigus Jct., mile 1.3 Carbonear Sd., Newfoundland	80%	132,000.00
Construction of overhead bridge, C.P.R., Highway No. 97, Twp. of North Dumfries, County of Waterloo, mile 63.8 Galt Sd., Ontario	80%	197,600.00
Utilities (Hydro-Electric)	80%	286.00
Relocate highway, C.N.R., between mile 71.19 and 73.45 Temiscouate Sd., Highway No. 2, County of Madawaska, N.B.	80%	327,196.00
Reconstruct overhead bridge, C.N.R., Birchmount Avenue, between Lots 30 and 31, Con. 3, Twp. of Scarborough, mile 326.6 Oshawa Sd., Ontario	50%	109,250.00
Reconstruct overhead bridge, C.N.R., Burnside Road, mile 5.2 Cowichan Sd., B.C.	50%	24,600.00
Diversion, C.N.R., Corner Brook, between mile 409.71 and 409.56 Port aux Basques Sd., Newfoundland	80%	9,160.00
Reconstruction of underpass, C.P.R., Highway No. 39, Estevan, mile 0.67 Neptune Sd., Saskatchewan	50%	25,000.00
Construction of overhead bridge, C.N.R., Lot 6, Con. 8, Twp. of Innisfil, south of Allandale, mile 77.19 Milton Sd., Ont.	80%	432,000.00
Relocating Utilities, C.P.R., Dundas Street and Royal York Road, Metro. Toronto, Ontario (Etobicoke Twp. Hydro Electric) (Bell Telephone) (Consumers' Gas) (Hydro Electric Comm. of Ontario)	60%	56,527.88
Reconstruction of subway, C.P.R., First Street, Calgary, mile 175.7 Brooks Sd., Alberta	50%	9,000.00
Construction of overhead bridge, C.P.R., Highway No. 17, at Shields, mile 78.45 Chalk River Sd., Ontario	80%	283,200.00
Utilities	80%	3,600.00
Reconstruction of overhead bridge, C.N.R., Barton Street, Hamilton, mile 0.25 Stelco Siding, Ontario	50%	50,500.00
Diversion, C.N.R., C.P.R., Donegami Road between Pine Beach Avenue and Cote de Liesse Road, Dorval, County of Jacques Cartier, Que.	80%	187,064.00
Reconstruction of subway, C.N.R., Highway No. 2, Blackfalds, mile 36.9 Brazeau Sd., Alberta	50%	72,500.00

Grade Separations	Contributions From the Railway Grade Crossing Fund	
Construction of subway, C.N.R., Colisee Avenue, Quebec, mile 1.94 Lairet Sd., Que.	80%	227,200.00
Construction of subway, C.N.R., County Road No. 4, County of Hastings, mile 231.57 Oshawa Sd., Ontario	80%	140,000.00
Utilities	80%	14,380.00
Construction of overhead bridge, C.P.R., Allowance Avenue, Medicine Hat, Alta.	80%	500,000.00
Construction of pedestrian overhead, C.N.R., C.P.R., Riverdale Park, City of Toronto, Ontario	60%	12,908.95
Diversion and subway, C.P.R., Shaughnessy Street in the City of Coquitlam, mile 112.2 Cascade Sd., B.C.	80%	217,790.00
Construction of overhead bridge, C.P.R., Highway No. 68, Block "A", Twp. of Mongowin, District of Sudbury, mile 15.97 Little Current Sd., Ontario	80%	162,400.00
Reconstruction of overhead bridge, C.N.R., Belmont Road, mile 7.5 Cowichan Sd., B.C.	50%	23,150.00
Reconstruction of overhead bridge, C.N.R., Park Road North, Brantford, mile 74.23, Dunnville Sd., Ontario	50%	96,820.00
Utilities	50%	1,420.00
Construction of overhead bridge, C.P.R., Highway No. 2, NE¼ of Sec. 6, Twp. 17, Rge. 28, W4M, north of Connemara, mile 51.15 Macleod Sd., Alberta	80%	255,300.00
Construction of subway, C.N.R., Logan Avenue, Toronto, mile 331.3 Oshawa Sd. Ontario	80%	500,000.00
Utilities	80%	104,016.00
Construction of overhead bridge, C.P.R. Highway No. 2, Leduc, between Sections 25 and 27, Twp. 49, Rge. 25, W4M., mile 111.64 Hoadley Sd., Alberta	80%	300,350.00
Reconstruction of overhead bridge, C.P.R., in Municipal District of Kneehill No. 48, Alberta	50%	10,750.00
Reconstruction of overhead bridge, C.N.R., Lawrence Avenue East, Metro. Toronto, mile 9.6 Bala Sd., Ontario	50%	85,837.00
Relocation of utilities, Margaret Ave., Kitchener, Ontario	50%	3,165.00
Relocation of utilities, Symington Ave., Toronto, Ontario	80%	154,990.00
Relocation of utilities, Lawrence Ave., Toronto, Ontario	80%	68,147.00
Reconstruction of overhead bridge, C.N.R., Don Mills Rd., Municipality of Metro. Toronto, mile 6.5 Bala Sd., Ontario	50%	80,000.00
TOTAL		13,231,720.83
Adjustments made to cover increased grants for projects approved prior to 1959		543,558.67
GRAND TOTAL		$13,775,279.50

STATEMENT 5—SHOWING PROJECTS APPROVED BUT COST RESERVED AND NO CONTRIBUTION MADE FROM THE RAILWAY GRADE CROSSING FUND

Overhead bridge on Highway No. 21-A-1 over tracks of C.P.R. in the Province of Alberta.

Automatic protection at crossing of C.N.R. and Pitt Street, Cornwall, Ont.

Overhead bridge over tracks of C.P.R. on Markham Road (Highway No. 48) Township of Scarborough, mile 94.5 Oshawa Subd., Ont.

Subway under tracks of C.P.R. on McGowan Road, Twp. of Scarborough, mile 87.3 Peterborough Subd., Ont.

Subway under tracks of C.P.R. on McGowan Road, Twp. of Scarborough, mile 95.6 Oshawa Subd., Ont.

Overhead bridge over the tracks of the C.P.R. on Highway No. 36, mile 71.73 Brooks Subd., Alta.

Reconstruct bridge over tracks of C.N.R. on Harbour Road, Victoria, B.C.

STATEMENT 6—

The following grade separations and reconstruction of grade separations were approved during the year and contributions towards the cost could not be made from the Railway Grade Crossing Fund, under the terms of Section 265 of the Railway Act:

Overhead bridge across the Grand River Railway on Highway 401, in Lots 25 and 26, Beasley's B.F. Concession, Twp. of Waterloo, mile 5.1 Waterloo Subd., Ont.

Overhead bridge across the Grand River Railway on Highway 401, in Lot 7, Con. 1, Twp. of Waterloo, mile 1.91 Hespeler Subd., Ont.

Reconstruct subway under the C.N.R. on Simcoe Street, Oshawa, Ont.

Overhead bridge across C.P.R. on Highway 401, in Lot C, Con. 2, Twp. of Cornwall, mile 24.4 Cornwall Subd., Ont.

Overhead bridge across C.N.R. on Highway 401, in Lot 6, Con. 1, Twp. of Waterloo, mile 20.48 Fergus Subd., Ont.

Overhead bridge over the C.N.R. on Highway 401, Lot 15, Con. 7, Twp. of Blenheim, County of Oxford, mile 9.36 Drumbo Subd., Ont.

Overhead bridge across C.N.R. on Trans Canada Highway, near Memramcook River, Parish of Dorchester, mile 108.9 Springhill Subd., N.B.

Overhead bridge on Highway 401 across the C.P.R. in Lot 20, Con. 6, Twp. of Blenheim, County of Oxford, mile 76.72 Galt Subd., Ont.

Overhead bridge on Highway 401 across the C.N.R. in Lot 5, Con. 2, Twp. of Charlottenburg, mile 63.17 Cornwall Subd., Ont.

Overhead bridge on Trans Canada Highway across C.N.R. at mile 40.5 St. John Subd., Nfld.

Overhead bridge on Highway 400 across C.N.R. in Lot 6, Con. 11, Twp. of Matchedash, mile 98.44 Bala Subd., Ont.

Subway across the C.P.R. on Lawrence Ave., Metro. Toronto, mile 100.24 Oshawa Subd., Ont.

Reconstruction of overhead bridge over the C.N.R. at Cote de Liesse Road, County of Jacques Cartier, mile 4.5 Mount Royal Subd., P.Q.

Overhead bridge on Highway 401 across C.N.R. in Lot 10, Con. Beasley's Old Survey, Waterloo Twp., mile 8.4 Waterloo Subd., Ont.

Overhead bridge at mile 7.87 Mission Subd., on the Trans Canada Highway across C.P.R., B.C.

Extension to existing subway on Lakeshore Road, Port Hope, mile 40.78 Oshawa Subd., of the C.P.R., Ont.

Subway under C.N.R. in City of Calgary, mile 135.2 Drumheller Subd., Alta.

Overhead bridge across the C.N.R. in Moncton Yard, Moncton, N.B., mile 3.8 Harcourt Subd.

Overhead bridge across C.P.R. in City of Winnipeg, mile 125.42 Keewatin Subd., Man.

Overhead bridge across C.N.R. at 105th Street, Edmonton, Alta.

Overhead bridge across G.N.R. across Lougheed Highway, New Westminster, B.C.

Overhead bridge across C.P.R. at mile 3.71 New Westminster Subd., B.C.

Subway across C.N.R. on Belmont Blvd., Kitchener, mile 63.85 Brampton Subd., Ont.

Subway across C.N.R. on Laurentian Blvd., in City of Quebec, mile 2.54 Lairet Sub., P.Q.

Subway across C.N.R. on Laurentian Blvd., in Town of Charlesbourg, mile 4.33 Batiscan Subd., P.Q.

Overhead bridge on Trans Canada Highway across C.N.R. at mile 79.0 Temiscouata Subd., N.B.

Overhead bridge on the Metro. Winnipeg By-Pass, across the C.N.R. in the R.M. of Springfield, mile 143.95 Sprague Subd., Man.

Overhead bridge across C.P.R. on access road near Port Moody, mile 118.125 Cascade Subd., B.C.

Subway under the C.P.R. on Don Valley Parkway, in Mun. of Metro. Toronto, mile 101.2 Oshawa Subd., Ont.

Subway under the C.N.R. on Highway 401, in Lots 24 and 25, Con. 1 and 2, Ranges 2 and 3, Twp. of Richmond, mile 103.56 Smiths Falls Subd., Ont.

Subway under the C.P.R. on Victoria Avenue, Montreal, Quebec.

STATEMENT 7—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION AND IMPROVEMENTS TO VIEW

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashing light signals and bell	Highway No. 58 and College St., Merritton, mile 5.3 Crantham Sd., Ontario	C.N.R.	80	6,336 00
Two flashing light signals and bell	Four Pines Crossing, Sherbrooke, mile 70.39 Sherbrooke Sd., Que.	C.P.R.	80	8,680 00
Two flashing light signals and bell	Ormond Street (H'way. No. 58) Thorold, mile 5.1 Welland Sd., Ontario	C.N.R.	80	9,040 00
Improve approach grades	Crossing at Harwich, mile 59.25, Chatham Sd., Ontario	C.N.R.	80	300 00
Two flashing light signals, two short arm gates and one bell	Kennedy Rd. in Agincourt, mile 97.3 Oshawa Sd., Ontario	C.P.R.	80	36,400 00
Two flashing light signals and bell	Cascade-Laurier Highway, Cascade, mile 81.8 Boundary Sd., B.C.	C.P.R.	80	8,360 00
Two flashing light signals and bell with extra lights	Highway Nos. 97 & 3, near Oliver, mile 19.3 Osoyoos Sd., B.C.	C.P.R.	80	6,400 00
Two flashing light signals and bell	Highway No. 97, mile 2.34 Osoyoos Sd., B.C.	C. P. R.	80	6,400 00
Additional light units and changes to circuits	King Street, Thorndale, mile 22.0 Thorndale Sd., Ontario	C. N. R.	80	6,760 00
Improve approach grades	Crossing in Lot 16, 3rd Conc. from Lake Erie, Twp. of Moulton, at Stromness, mile 32.61 Dunnville Sd., Ontario	C.N.R.	80	480 00
Two flashing light signals and one bell, and two short arm gates	Jefferson Blvd. in the Twp. of Sandwich East, mile 103 Chatham Sd., Ontario	C.N.R.	80	34,720 00
Two flashing light signals and one bell	8th Street in the City of Dawson Creek, mile 137.8 Grande Prairie Sd , B.C.	N.A.R.	80	8,880 00
Two flashing light signals and one bell	Crossing in Mun. of L'Annonciation, mile 92.94 Ste. Agathe Sd., Que.	C.P.R.	80	9,200 00
Improve sight lines	Crossing at mile 32.66 Milton Sd., Twp. of Chinguacousy, Ontario	C.N.R.	80	3,040 00
Two flashing light signals and one bell	Highway No. 29, Franktown Rd., at mile 34.04 Smith Falls Sd., Ontario	C.N.R.	80	5,784 00
Two flashing light signals and bell	Highway No. 49, Twp. of Vaughan, mile 16.7 MacTier Sd., Ontario	C.P.R.	80	8,240 00
Two flashing light signals and bell in lieu of danger sign and bell	Division St., Limoges, mile 113.07 Alexandria Sd., Ontario	C.N.R.	80	7,040 00
Two flashing light signals and bell in lieu of existing lights and bell	Cemetery St., Huntingdon, Quebec	N.Y.C.	80	4,255 00
Two flashing light signals and bell	Highway No. 95 near Cranbrook, mile 4.5 Kimberly Sd., B.C.	C.P.R.	80	5,440 00
Two short arm gates, two cantilevers and one bell with four light units at 114th St. and 1 short arm gate and 1 flasher at 114th St. near 81st Avenue	114th Avenue near 81st Street, Edmonton, Edmonton Terminal Sd., Alberta	C.N.R.	80	13,520 00
Two flashing light signals and bell	Highway No. 5, east of station at Lyster, mile 25.65 Danville Sd., Quebec	C.N.R.	80	6,552 00
Two flashing light signals and bell with extra lights	County Road No. 5, west of Meadowvale, mile 2.11 Orangeville Sd., Ontario	C.P.R.	80	9,600 00
Improve approach grades	Mull Side Road Crossing, Twp. of Harwich, mile 54.24 Chatham Sd., Ontario	C.N.R.	80	196 00
Two flashing light signals and bell in lieu of wigwags	8th Avenue, Regina, mile 0.58 Regina Terminals Sd., Sask.	C.N.R.	80	5,120 00
Two flashing light signals and bell	6th Ave., Regina, Mile 0.79 Regina Terminals Sd., Sask.	C.N.R.	80	5,600 00

STATEMENT 7--CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION AND IMPROVEMENTS TO VIEW—*Continued*

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashing light signals and bell in lieu of wig wags	7th Ave., Regina, Mile 0.68 Regina Terminals Sd., Sask	C.N.R.	80	5,040 00
Two flashing light signals and bell	H'way. No. 41, near Wainwright, M. 138.26 Unity Sd., Alberta	C.N.R.	80	6,880 00
Two flashing light signals and bell with additional light units	Crossing in the Improvement District of Red Rock, M. 68.15 Nipigon Sd., Ontario	C.P.R.	80	13,440 00
Two flashing light signals and bell	County Rd. No. 9, north of the Town of Bolton, M. 22.85 MacTier Sd., Ont	C.P.R.	80	9,680 00
Two flashing light signals, two short arm gates and bell	Golf Club Rd., Twp. of Scarborough, M. 321.87 Oshawa Sd., Ontario	C.N.R.	80	25,304 00
Two flashing light signals and bell	Ellesmere Rd., Scarborough, mile 57.02 Uxbridge Sd., Ontario	C.N.R.	80	6,608 00
Two flashing light signals and bell	Highway No. 4, Huntingdon, Que	N.Y.C.	80	5,227 00
Two flashing light signals and bell	Boyne (Alexander) St. in the Village of Treherne, M. 73.35 Glenboro Sd., Ontario	C.P.R.	80	7,600 00
Two flashing light signals and bell	County Rd. No. 18, County of Welland, M. 7.56 Welland Sd., Ont	C.N.R.	80	6,080 00
Two flashing light signals and bell	County Rd. No. 27, west of Stamford, M. 3.87 Welland Sd., Ontario	C.N.R.	80	5,576 00
Four flashing light signals and bell	Crossings at Maskinonge, M. 57.41 Trois Rivieres Sd., Que	C.P.R.	80	17,440 00
Two flashers & bell with additional lights	Crossing at Red Rock, M. 82.42 Dorion Sd., Ont	C.N.R.	80	9,384 00
Two flashing light signals and bell	Crossing at Letourneaux Ave., M. 9.28 Longue Pointe Sd., Que	C.N.R.	80	9,880 00
Two flashing light signals and bell	Steeles Ave. near Sherring, M. 83.86 Peterboro Sd., Ont	C.P.R.	80	9,000 00
Two flashing light signals and bell	Beaugrand St. in the City of Montreal, M. 6.39 Longue Pointe Sd., Quebec	C.N.R.	80	8,720 00
Two flashing light signals and bell	Lake St., in the Town of Huntingdon, M. 55.89 Massena Sd., Quebec	C.N.R.	80	9,560 00
Widen approach grades	Crossing in Twp. of Maidstone, mile 97.17 Chatham Sd., Ont	C.N.R.	80	1,840 00
Two flashers & bell	Highway No. 95, south of Marysville, M. 13.8 Kimberley Sd., B.C	C.P.R.	80	6,680 00
Two flashers & bell	Cemetery St., Huntingdon, M. 55.42 Massena Sd., Quebec	C.N.R.	80	6,368 00
Improve approach grades	Highway 57 in the Village of Montebello, M. 74.89 Lachute Sd., Quebec	C.P.R.	80	400 00
Improve approach grades	Between concessions 2 & 3, M. 206.62 Main Line Sd. (Twp. of Maidstone) Ont	N.Y.C.	80	7,060 00
Improve approach grades	Between Conc. 4 & 5, Twp. of Maidstone, Mile 208.43 Main Line Sd., Ont	N.Y.C.	80	1,040 00
Two flashing light signals and bell	Dominion Atlantic Railway Crossing and Little Brook Crossing, Munic. Clare, M. 51.42 Yarmouth Sd., Nova Scotia	C.P.R. & D.A.R.	80	7,140 00
Improve sight lines	Twp. of Carling, M. 35.32 Parry Sound Sd., Ont	C.P.R.	80	1,059 90
Improve approach grades	Between Concs. 3 & 4—$2\frac{3}{4}$ M. east of Essex Station, M. 207.53 Main Line Sd., Ont	N.Y.C.	80	1,280 00
Improve approach grades	Between Concs. 1 & 2, Twp. of Maidstone, M. 205.72 Main Line Sd., Ontario	N.Y.C.	80	960 00
Two flashers and bell	Leduc Blvd., Montreal North, mile 33.0 L'Assomption Sd., P.Q.	C.N.R.	80	6,232 00

Two flashers and bell	Lake St. Joseph Rd., Parish of St. Augustin-de-Desmaures, mile 145.21 Quebec Sd., Que.	C.P.R.	80	6,960 00
Relocation of lights	Dewdney Ave., Regina, Sask.	C.N.R.	80	280 00
Two flashers and bell	70th Ave. (Marine Dr.) Vancouver, B.C.	B.C.E.R. & C.P.R.	80	6,400 00
Two flashers and bell with extra lights on south signal	Burrard St., Vancouver, B.C.	B.C.E.R. & C.P.R.	80	6,560 00
Improve approach grades	In the Parish of Notre Dame de Portneuf, M.123.4 Quebec Sd., P.Q.	C.P.R.	80	460 00
Improve approach grades	County Rd. No. 3, County of Halton, M. 30.83 Brampton Sd., Ont.	C.N.R.	80	4,380 00
Two flashing light signals and bell	8th Ave., City of Pointe aux Trembles, M. 2.90 Longue Pointe Sd., Que.	C.N.R.	80	7,920 00
Two flashing light signals and bell	Highway No. 1A near Colwood, M. 7.4 Cowichan Sd., B.C.	C.N.R.	80	9,300 00
Two flashing light signals and bell	Highway west of Vars, Mile 117.94 Alexandria Sd., Ont.	C.N.R.	80	7,120 00
Two flashing light signals and bell	Bayview Ave. in Thornlea, mile 16.9 Bala Sd., Ont.	C.N.R.	80	8,528 00
Two flashing light signals, two short arm gates and bell	82nd Ave., City of Edmonton, mile 1.17 Edmonton Terminals Sd., Alta.	C.N.R.	80	12,320 00
Two flashing light signals and bell	Lake St. in the Town of Huntingdon, m. 47.70 Adirondack Sd., Que.	N.Y.C.	80	6,755 00
Two flashers and bell	St.Patrick Rd., Parish of St. Lambert, mile 121.65 Quebec Sd., Que.	C.P.R. & Q.C.R.	80	10,000 00
Improve approach grades	Crossing on highway between Twps. of Asphodel and Otonabee, mile 48.57 Campbellford Sd., Ont.	C.N.R.	80	6,720 00
Two flashing light signals and bell	Maddens Crossing, 1½ miles west of New Waterford Stn., Waterford Sd., N.S.	Syd. & Louis.	80	9,370 00
Two flashing light signals and bell	McPhillips St., City of Winnipeg, mile .9 Main Line Sd., Manitoba.	Mid. of Man.	80	9,120 00
Improve sight lines	First crossing west of Marius Shelter, mile 50.2 Oakland Sd., Manitoba	C.N.R.	80	108 00
Two flashing light signals and bell	Talbot Ave., City of Winnipeg, Lac du Bonnet Sd., mile 64.2, Manitoba	C.P.R.	80	6,000 00
Improve approach grades	Twp. of Caradoc, mile 18.68 Strathroy Sd., Ontario	C.N.R.	80	1,210 00
Improve view	Twp. of Caradoc, mile 17.28 Strathroy Sd., Ontario	C.N.R.	80	1,300 00
Two flashers and bell	Main St., Moosomin, mile 86.3 Broadview Sd., Sask.	C.P.R.	80	10,400 00
Improve view	Crossing between Con. 1 & 2, Twp. of West Nissouri, Co. of Middlesex, mile 108.26 Galt Sd., Ontario	C.P.R.	80	1,144 00
Two short arm gates, two signals and bell in lieu of manual gates	West St., Orillia, mile 85.9, Newmarket Sd., Ontario	C.N.R.	80	19,600 00
Four flashing light signals and two bells in lieu of manual gates	Front St., Orillia, mile 86.2 Newmarket and Midland Sds., Ont.	C.N.R.	80	14,416 00
Two short arm gates, two flashers and bell	Depot and King Sts., Sherbrooke, mile 46.94 Sherbrooke Sd., Que.	C.N.R.	80	17,600 00
Two flashing lights and bell	Lauzon Rd., Twp. of Sandwich East, mile 104.71 Windsor Sd., Ont.	C.P.R.	80	8,800 00
Two flashers and bell in lieu of wig wags	Toronto & York Rds. Comm. Rd. No. 7, south of Woodbridge, mile 9.95 MacTier Sd., Ontario	C.P.R.	80	6,240 00
Two flashers and bell	St. Charlotte Range Rd., Parish of St. Liboire, mile 117.22 Drummondville Sd., Que.	C.N.R.	80	7,490 00
Two flashing lights and bell	Royale St., Louiseville, mile 62.08 Three Rivers Sd., Que.	C.P.R.	80	9,600 00
Two flashing lights and bell	Cap Sable Rd., Pont Rouge, mile 135.32 Quebec Sd., Que.	C.P.R.	80	8,080 00
Improve approach grades	Crossing in Twp. of Plummer Additional, mile 89.75 Thessalon Sd., Ont.	C.P.R.	80	4,875 00
Two flashing light signals and bell	Highway No. 55, Village of Chambord, mile 0.54 Roberval Sd., Que.	C.N.R.	80	5,665 00
Two flashing light signals and bell	des Forges Rd. in Mun. of St. Michel des Forges, mile 9.8 St. Maurice Valley Sd., Que.	C.P.R.	80	9,360 00

STATEMENT 7—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION AND IMPROVEMENTS TO VIEW—*Continued*

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashing light signals and bell	First crossing east of station at Cap. St. Ignace, mile 71.15, Montmagny Sd., Que	C.N.R.	80	10,400 00
Two flashing light signals and bell	Boveri Blvd., City of St. Johns, mile 25.59 Rouses Point Sd., Que	C.N.R.	80	7,600 00
Two flashing light signals and one bell	Banwell Rd., Twp. of Sandwich East, mile 103.67 Windsor Sd., Ont.	C.P.R.	80	9,680 00
Two flashing light signals and bell	Highway No. 39, Twp. of Shefford, mile 17.65 Drummondville Sd., P.Q.	C.P.R.	80	9,200 00
Two flashing light signals and bell	Main St., Town of Acton, mile 36.2 Brampton Sd., Ont.	C.N.R.	80	13,024 00
Two flashing light signals and bell	4th Range Rd., Shannon, mile 16.60 Batiscan Sd., Que.	C.N.R.	80	5,520 00
Two flashers & bell	Highway No. 83, Scarth, mile 47.67, Cromer Sd., Manitoba	C.N.R.	80	5,120 00
Two flashers and bell	Metropolitan-Winnipeg By-Pass, Parish of St. Charles, mile 3.55 Harte Sd., Manitoba	C.N.R.	80	6,120 00
Two flashers, two gates, two bells	Manhattan Ave., Winnipeg, mile 123.7 Keewatin Sd., Man.	C.P.R.	80	18,320 00
Two flashers and bell	Cousins St., St. Johns, mile 24.47 Rouses Pointe Sd., Que.	C.N.R.	80	7,400 00
Two flashers and bell	Beech St., Ottawa, mile 1.10 Prescott Sd., Ontario	C.P.R.	80	7,600 00
Two flashers and bell in lieu of wig wags	Highway No. 4, west of St. Thomas, mile 2.61 Chatham Sd., Ont.	C.N.R.	80	4,640 00
Improve view	Crossing in Twp. of Essa, mile 72.27 Milton Sd., Ontario	C.N.R.	80	3,740 00
Two flashing light signals and bell	Frontenac St. in City of St. Johns, mileage 25.00 Rouses Point Sd., Quebec	C.N.R.	80	11,904 00
Two flashers and bell in lieu of wig wags	Water St., Newmarket, mile 33.55 Newmarket Sd., Ontario	C.N.R.	80	6,984 00
Two flashers and bell	Laurier St., St. Jean, mile 24.85, Rouses Point Sd., Quebec	C.N.R.	80	11,936 00
Two flashers and bell	Dollard St., LaSalle, mile 1.60 LaSalle Loop Line, Montreal Terminals Division, Quebec	C.P.R.	80	9,200 00
Two flashers and bell	Mackie's Crossing, Gardiner Mines, mile 7.93, Main Line Sd., Nova Scotia	S. & L.	80	7,425 00
Improve approaches	Crossing between Larchwood and Chelmsford, mile 93.7 Cartier Sd., Ontario	C.P.R.	80	1,584 00
		C.N.R.	80	6,704 00
Two flashers & bell	Joliette St., Montreal South, mile 2.18 Sorel Sd., Que.	C.P.R.	80	7,760 00
Two flashers and bell with additional lights	Highway No. 36 near Killam, mile 25.56 Wetaskiwin Sd., Alberta	C.P.R.	80	7,280 00
Two flashers and bell	Highway No. 36, Three Hills, mile 87.66 Willingdon Sd., Alta.	C.N.R.	80	13,552 00
Two flashers and bell	Crossing at Amqui, mile 60.82 Matapedia Sd., Que.			
Two flashing light signals, two short arm gates and one bell	Grey St. in the City of Winnipeg, mile 124.0 Keewatin Sd., Man.	C.P.R.	80	17,440 00
Two flashing light signals and bell	H'way. No. 32 at Upton, mile 26.34 St. Hyacinthe Sd., Que.	C.N.R.	80	5,936 00
Two flashing light signals and bell	St. Roch Rd. in Tracy, mile 43.69 Sorel Sd., Que.	C.N.R.	80	10,080 00
Two flashing light signals and bell	Co. Rd. No. 29 at Drumbo, mile 74.61 Galt Sd., Ont.	C.P.R.	80	18,240 00
Two flashing light signals and bell	Co. Rd. No. 4 at Innerkip, mile 83.66 Galt Sd., Ont.	C.P.R.	80	8,800 00
Two flashing light signals and bell	Co. Rd. No. 3 near Drumbo, mile 73.75 Galt Sd., Ont.	C.P.R.	80	9,040 00
Two flashers and bell	Highway No. 4, Brysonville, mile 42.54 Massena Sd., Que.	C.N.R.	80	6,368 00
Two flashers and bell	Mercier St., St. Johns, mile 24.76 Rouses Point Sd., Que.	C.N.R.	80	9,792 00
Two flashers and bell	St. Andre Rd., Chambord, mile 64.12 Jonquiere Sd., Que.	C.N.R.	80	11,649 00

Two flashers and bell with special circuits in lieu of wig wags	Airport Rd., Malton, mile 15.06 Brampton Sd., Ont. Co. of Peel, Ont.	C.N.R.	80	19,672 00
Improve view	Crossing in Twp. of MacDairmid, mile 36.64 Dorion Sd., Ont.	C.N.R.	80	2,560 00
Two flashers and bell	Bridge Rd. (Route No. 36) Blackville, mile 21.7 Nashwaak Sd., N.B.	C.N.R.	80	7,120 00
Two flashers and bell	Governor's Rd., Co. of Oxford, mile 3.78 St.Mary's Sd., Ont.	C.P.R.	80	7,200 00
Two flashers and bell with cross arm lamp units on each signal	Crossing at Harcourt, mile 38.16 Harcourt Sd., N.B.	C.N.R.	80	10,320 00
Two flashers and bell	H'way. No. 8, west of Parker Stn., mile 5.78 Nashwaak Sd., N.B.	C.N.R.	80	7,440 00
Two flashers and bell in lieu of bell and danger sign	Raglan St., Renfrew, mile 53.9 Renfrew Sd., Ont.	C.N.R.	80	6,440 00
Two flashers and bell with additional cross arm and two lamp units on each signal	Harcourt School Crossing, Harcourt, mile 38.36 Harcourt Sd., N.B.	C.N.R.	80	10,320 00
Two flashers and bell	Crossing at Sisson Ridge, mile 49.97 Grand Falls Sd., N.B.	C.N.R.	80	9,280 00
Two flashers and bell	Highway No. 45, east of station at Dupuy, mile 33.14 Macamic Sd., Que.	C.N.R.	80	9,840 00
Two flashers and bell with special circuit	High Street (Highway No. 26) Collingwood, mile 32.45 Meaford Sd., Ontario	C.N.R.	80	7,344 00
One short arm gate and circuit changes	H'way. No. 2, near Cobourg, mile 30.32 Oshawa Sd., Ont.	C.P.R.	80	5,200 00
Two flashers and bell in lieu of wig wags	Timothy St., Newmarket, mile 33.64 Newmarket Sd., Ont.	C.N.R.	80	9,384 00
Two flashers and bell with additional units	H'way. No. 24, Mount Pleasant Rd., Brantford, mile 63.29 Waterford Sd., Ont.	T.H.&B.	80	6,058 00
Two flashers and bell with additional units	H'way. No. 53, Colborne St., Brantford, mile 63.37 Waterford Sd., Ontario	T.H.&B.	80	5,603 00
Improve approach grades	Woodroffe Ave. in the Twp. of Nepean, M. 8.60 Beachburg Sd., Ont.	C.N.R.	80	1,222 00
Two flashing light signals and bell	Co. Rd. No. 29 south of Dresden Station, mile 30.21 Sarnia and Erieau Sd., Ont.	C.&O.	80	5,876 00
Two flashing light signals, two short arm gates and one bell	Baseline Rd., Twp. of Toronto, mile 19.25 Galt Sd., Ont.	C.P.R.	80	23,640 00
Two flashing light signals and bell	H'way. No. 2 at Hillman, M. 123.49 Centreville Sd., N.B.	C.N.R.	80	7,600 00
Two flashing light signals and bell	Co. Rd. No. 16 near Ridgetown, M. 87.3 No. 1 Sd., Ont.	C.&O.	80	5,324 00
Two flashing light signals and bell	First Range Rd. in Charette, M. 62.35 Grandmere Sd., Que.	C.N.R.	80	10,240 00
Two flashing light signals and bell	H'way. No. 37 near Chatham, M. 10.60 Loggieville Sd., N.B.	C.N.R.	80	6,800 00
Two flashing light signals and bell	Wellington St. in the Village of Drayton, M. 61.53 Fergus Sd., Ontario	C.N.R.	80	8,360 00
Four flashing light signals and two bells	Parent Ave. and Ave. du Palais in the City of St. Jerome, M. 13.38 Ste. Agathe Sd., Que.	C.P.R.	80	19,920 00
Two flashers and bell	H'way. No. 45, Twp. of Taschereau, mile 1.74 Macamic Sd., Que.	C.N.R.	80	5,520 00
Two flashers and bell	H'way. No. 17, Como East, M. 7.71 M & O Sd., Quebec	C.P.R.	80	8,400 00
Two gates, two flashers and bell in lieu of wig wags	H'way. No. 2, west of Chatham, M. 64.50 Chatham Sd., Ont.	C.N.R.	80	17,280 00
Two flashers and bell	Main St., Drayton, M. 62.81 Fergus Sd., Ont.	C.N.R.	80	5,350 00
Improve sight lines	Twp. of Bentinck, M. 26.8 Walkerton Sd., Ont.	C.P.R.	80	486 00
Two flashing light signals and bell	H'way. No. 21 near Dorenlee, M. 73.0 Camrose Sd., Alta.	C.N.R.	80	5,560 00
Two flashing light signals and bell	H'way. No. 21 near Bashaw, M. 84.93 Camrose Sd., Alta.	C.N.R.	80	5,680 00
Two flashers and bell	H'way. No. 21 near Erwick, M. 75.55 Wetaskiwin Sd., Alta.	C.P.R.	80	9,440 00
Two flashers and bell	Co. Rd. No. 55, Twp. of Minto, Co. of Wellington, M. 6.62 Durham Sd., Ont.	C.N.R.	80	6,008 00
Two flashers and bell with special circuits	Young's Cove Rd., (Rte. No. 9) mile 64.85 Minto Sd., N.B.	C.P.R.	80	11,600 00
Two flashing light signals and bell	H'way. No. 4 near Gladstone, mile 90.97 Gladstone Sd., Manitoba.	C.N.R.	80	5,200 00
Two flashing light signals and bell	H'way. No. 2 near Aroostook Jct. mile 0.44 Aroostook Sd., N.B.	C.P.R.	80	10,080 00
Three flashing light signals and two bells	4th Ave., City of Regina, mile 1.0 Regina Terminals Sd., Sask.	C.N.R.	80	8,200 00
Two flashing light signals and bell	St. Charles Rd., east of Portneuf Station, M. 125.22 Quebec Sd.	C.P.R.	80	22,480 00
Two flashing light signals and bell	Ste. Christine Rd., east of Portneuf Station, M. 125.07 Quebec Sd., Quebec			

STATEMENT 7—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION AND IMPROVEMENTS TO VIEW—*Continued*

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashing light signals and bell	Co. Rd. No. 12, Co. of Essex, mile 85.92 Windsor Sd., Ont.	C.P.R.	80	11,840 00
Two flashing light signals and bell	Co. Rd. No. 74, Co. of Wellington, mile 26.09 Teeswater Sd., Ont.	C.P.R.	80	9,120 00
Two flashing light signals and bell	H'way. No. 18 at Bienfait, mile 83.96 Lampman Sd., Sask.	C.N.R.	80	5,360 00
Two flashing light signals, two short arm gates and two bells	Co. Rd. No. 23 at Bainsville, mile 48.71 Cornwall Sd., Ont.	C.N.R.	80	18,080 00
Two flashers and bell with additional arm and lights	Isabella Ave., Dominion City, mile 53.8 Emerson Sd., Man.	C.P.R.	80	9,760 00
Two flashers, two gates and bell in lieu of wig wags	Highway No. 15, Rideau, mile 168.45 Gananoque Sd., Ont.	C.N.R.	80	14,768 00
Two flashers, 2 gates and bell	H'way. No. 47, Grenfell, M. 15.4 Indian Head Sd., Sask.	C.P.R.	80	19,200 00
Improve view	Crossing in County of Essex, mi. 9.80 Amherstburg Sd., Ont.	N.Y.C.	80	280 00
Two flashers and bell with extra lights	H'way No. 2, Assiniboia, mile 0.6 Shaunavon Sd., Sask.	C.P.R.	80	10,720 00
Two flashers, two gates and bell in lieu of wig wags	Highway No. 2, Cataraqui, mile 176.29 Gananoque Sd., Ont.	C.N.R.	80	24,128 00
Two flashers, two gates and bell	H'way No. 56, Indian Head, mile 50.5 Indian Head Sd., Sask.	C.P.R.	80	23,280 00
Two flashers and bell	H'way No. 2, Donnelly, M. 271.17 Smoky Sd., Alta.	N.A.R.	80	8,400 00
Two flashers and bell	Little Lake Rd., Tracy, M. 47.77 St. John Sd., N.B.	C.P.R.	80	10,480 00
Two flashers and bell	H'way. No. 36, Viking, M. 44.68 Viking Sd., Alta.	C.N.R.	80	7,760 00
Two flashers and bell	H'way. No. 2, Parish of Dumfries, M. 106.16 Centreville Sd., N.B.	C.N.R.	80	7,120 00
Two flashers and bell	H'way. No. 21 near Ferintoch, mile 68.30 Camrose Sd., Alta.	C.N.R.	80	7,000 00
Two flashers and bell with advance warning signal	H'way. No. 1, Long Hill, M. 45.34 Shore Line Sd., N.B.	C.P.R.	80	7,560 00
Two flashers and bell in lieu of wig wags	H'way. No. 7, west of Brampton, mile 24.17 Brampton Sd., Ont.	C.N.R.	80	5,200 00
Two flashers and bell with special circuits	Pokiok Crossing, mile 107.11 Centreville Sd., N.B.	C.N.R.	80	6,880 00
Two flashers and bell	H'way No. 2 near High Prairie, mile 235.3 Slave Lake Sd., Alta.	N.A.R.	80	8,136 00
Improve approaches	Crossing on 6th Conc. Rd., Twp. of Sandwich South, Ontario	N.Y.C.	80	2,075 00
Improve grades	Crossing between Cons. 6 & 7, near Bothwell, mile 43.13 Windsor Sd., Ontario	C.P.R.	80	640 00
Two flashers and bell	H'ways No. 13 & 39 (First Ave.), Weyburn, M. 12.8 Weyburn Sd., Sask.	C.N.R.	80	7,000 00
Two flashers and bell	H'way No. 4 near Rosetown, M. 44.02 Kerrobert Sd., Sask.	C.P.R.	80	7,040 00
Two flashers and bell	H'way. No. 2, Norton M. 89.63 Minto Sd., N.B.	C.P.R.	80	9,600 00
Two flashing lights and bell	H'way No. 9, near Yorkton, mile 27.54 Yorkton Sd., Sask.	C.N.R.	80	5,480 00
Two flashers and bell with additional units	Doran St., Petawawa, M. 103.61 Chalk River Sd., Ont.	C.P.R.	80	11,360 00
Two flashers and bell	50th St., Vegreville, m. 57.1 Vegreville Sd., Alberta	C.N.R.	80	10,200 00
Two flashers and bell with extra lights	H'way. No. 41 (Oliver St.) Vermillion, mile 0.13 Vegreville Sd., Alberta	C.N.R.	80	5,680 00
Two flashers and bell with special circuits	Route No. 17, Parish of Grimmer, mile 48.30 St. Quentin Sd., N.B.	C.N.R.	80	7,840 00
Two flashers and bell with special circuits	Route No. 17, Parish of Eldon, mile 36.77 St. Quentin Sd., N.B.	C.N.R.	80	7,040 00
Two flashers and bell	H'way. No. 4 near Neepawa, mile 32.95 Neepawa Sd., Manitoba	C.N.R.	80	11,600 00
Two flashers and bell with special circuits	Church Rd., St. Arsene, mile 75.86 Rimouski Sd., Que.	C.N.R.	80	7,120 00
Two short arm gates	Montgomery Rd., Twp. of Etobicoke, Mile 8.35 Galt Sd., Ontario	C.P.R.	80	30,160 00
Two flashers and bell	H'way. No. 59 near Birds Hill, mile 7.9 Victoria Beach Sd., Man.	C.N.R.	80	6,480 00
Two flashers and bell in lieu of wig wags	H'way. No. 28-7A Kendry mile 30.36 Peterboro Sd., Ont.	C.P.R.	80	6,240 00
Two flashers, 2 gates, and bell	30th St., Twp. of Etobicoke, mile 8.76 Oakville Sd., Ont.	C.N.R.	80	38,120 00

Two flashers and bell	H'way. No. 37 near Gobbons, mile 16.30 Coronado Sd., Alta	C.N.R.	80	5,400 00
Two flashers and bell	Huron St., Collingwood, mile 31.4 Meaford Sd., Ontario	C.N.R.	80	14,720 00
Two flashers and bell	H'way. No. 6, Co. of Bonaventure, mile 29.47 Cascapedia Sd., Que.	C.N.R.	80	6,720 00
Two flashers and bell	H'way. No. 6, Grand River, M. 54.46 Chandler Sd., Que.	C.N.R.	80	6,400 00
Two flashing light signals and bell	H'way. No. 7 easterly limits of the City of Guelph, mile 30.09 Goderich Sd., Ontario	C.P.R.	80	8,800 00
Two flashing light signals and bell	H'way. No. 37 near Namao, mile 6.68 Coronado Sd., Alta.	C.N.R.	80	5,440 00
Two flashing light signals and bell	Ontario St. in the Town of Collingwood, mile 31.2 Meaford Sd., Ontario	C.N.R.	80	8,776 00
Two flashing light signals and bell	H'way. No. 6 at mile 16.91 Cascapedia Sd., Que.	C.N.R.	80	6,560 00
Two flashing light signals and bell	Twp. road near Maple, mile 19.38 Newmarket Sd., Ont.	C.N.R.	80	8,936 00
Two flashing light signals and bell	Tache St. in St. Pascal, mile 25.49 Montmagny Sd., Que.	C.N.R.	80	9,560 00
Two flashers, two gates and bell in lieu of wig wags.	County Rd. No. 2, Co. of Halton, M. 25.67 Oakville Sd., Ont.	C.N.R.	80	39,760 00
Four flashers and two bells	H'way. No. 20, Parish of Ste. Rosalie, M. 124.95 Drummondville Sd., Que.	C.N.R.	80	29,520 00
Relocate crossing to improve view and grades	Crossing relocated from mile 28.2 to mile 27.99 Kaministiquia Sd., Twp. of Dawson, Ontario	C.P.R.	80	2,760 00
Two flashers and bell	H'way. No. 18, west of Bienfait, mile 86.37 Lampman Sd., Sask.	C.N.R.	80	5,600 00
Two flashing light signals and bell	Alma St. in City of St. Thomas, mile 118.75 Cayuga Sd., Ont.	C.N.R.	80	7,680 00
Two flashing light signals and bell	Eckhardt Ave., City of Penticton mile 132.7 Carmi Sd., B.C.	C.P.R.	80	6,080 00
Two flashing light signals and bell	Vernon-Kamloops H'way. north of Falkland, mile 45.10 Okanagan Sd., B.C.	C.N.R.	80	5,440 00
Two flashing light signals and bell	Mission H'way. in Abbotsford, M. 88.15 Yale Sd., B.C.	C.N.R.	80	7,080 00
Two flashing light signals and bell	Mara Lake H'way in Grindrod, mile 17.75 Okanagan Sd., B.C.	C.P.R.	80	8,032 00
Two flashing light signals and bell	Glover Rd. at Fort Langley, mile 102.98 Yale Sd., B.C.	C.N.R.	80	6,560 00
Two flashing light signals and bell	H'way. No. 9 near Canora, mile 49.41 Yorkton Sd., Sask.	C.N.R.	80	6,040 00
Two flashing light signals and bell	Southern Trans Provincial H'way. at Okanagan Falls, mile 10.38 Osoyoos Sd., B.C.	C.P.R.	80	6,560 00
Two flashing lights, one bell and short arm gates	Tannery St. in the village of Streetsville, mile 20.85 Galt Sd., Ont.	C.P.R.	80	25,080 00
Two flashing light signals and bell	Westsyde Rd. north of Kamloops mile 0.98 Ashcroft Sd., B.C.	C.N.R.	80	6,320 00
Two flashing light signals and bell	Southern Trans Provincial H'way. at Eholt, mile 111.0 Boundary Sd., B.C.	C.P.R.	80	5,920 00
Two flashing light signals and bell	Vernon Kamloops H'way. at Monte Lake, mile 34.02 Okanagan Sd., B.C.	C.N.R.	80	5,400 00
Two flashing light signals and bell	Chemin du Lac, Parish of Notre Dame, du Portage, mile 5.9 Montmagny Sd., Que.	C.N.R.	80	8,760 00
Two flashing light signals and bell	Vernon Kamloops H'way. at O'Keefe, mile 62.01 Okanagan Sd., B.C.	C.N.R.	80	7,400 00
Improve approach grades	Sexton Side Rd., Twp. of Sandwich South, M. 216.85 Main Line Sd., Ont.	N.Y.C.	80	1,835 00
Improve approaches	Crossing between Lots 6 & 7, Con. 7, Twp. of Colchester North, mile 16.6 St. Thomas Sd., Ont.	C.&O.	80	1,808 00
Improve approaches	Crossing between Lot 2, Con. 13 and Lot 2, Con. 14, Twp. of Colchester North, Ontario	C.&O.	80	1,375 00
Two flashers and bell	H'way. No. 21, north of Trochu, mile 53.82 Three Hills Sd., Alta.	C.N.R.	80	6,680 00
Two flashers and bell	H'way. No. 50, Mirror, mile 0.31 Three Hills Sd., Alta.	C.N.R.	80	7,360 00
Improve approach grade	Crossing between Lot 3, Con. 10 and Lot 3, Con. 11, Twp. of Colchester North, M. 13.9 St. Thomas Sd., Ontario	C.&O.	80	1,023 00
Improve approach grades	Crossing between Lot 2, Con. 13 and Lot 2, Con. 12, Twp. of Colchester North, m. 12.1 St. Thomas Sd., Ontario	C.&O.	80	1,139 00
Two flashers and bell	County Rd. No. 27, Reaboro, M. 81.24 Campbellford Sd., Ont.	C.N.R.	80	6,208 00

STATEMENT 7—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION AND IMPROVEMENTS TO VIEW—*Continued*

Protection	Location	Railway	Percent	Contribution
				$ cts.
Improve approach grades	Crossing between Lot 3, Con. 10, and Lot 7, Twp. of Colchester North, Ontario	C.&O.	80	752 00
Two flashers and bell	Kamloops Vernon H'way., south of Larkin, M. 40.65 Okanagan Sd., B.C.	C.P.R.	80	6,400 00
Two flashers and bell	H'way. No. 13 St. Leonard Jct., Mile 80.17 Drummondville Sd., Que.	C.N.R.	80	12,480 00
Two flashers and bell	Crosby Ave., Richmond Hill, mile 21.48 Bala Sd., Ont.	C.N.R.	80	16,584 00
Two flashers and bell	H'way. No. 56 south of Stettler, mile 52.0 Stettler Sd., Alta.	C.N.R.	80	5,960 00
Two flashers and bell	H'way. No. 2 near Canyon Creek, mile 176.1 Slave Lake Sd., Alta.	N.A.R.	80	8,680 00
Two flashing light signals and bell	H'way. No. 28 near Smoky Lake, mile 65.46 Coronado Sd., Alta.	C.N.R.	80	6,320 00
Two flashers and bell	H'way. No. 5 at Highgate mile 11.37 Blackfoot Sd., Sask.	C.N.R.	80	5,840 00
Two flashers and bell	Main St. at Pointe au Pic, Mile 86.47 Murray Bay Sd., Que.	C.N.R.	80	9,896 00
Two flashers and bell	H'way. No. 26, two miles north of Grainger, mile 77.51 Three Hills Sd., Alta.	C.N.R.	80	5,680 00
Two flashers and bell	H'way. No. 2 at Canyon Creek, mile 177.22 Slave Lake Sd., Alta.	N.A.R.	80	8,980 00
Two flashers and bell	McKay Rd. (Highway No. 6) mile 59.76 Cascapedia Sd., Que.	C.N.R.	80	6,800 00
Two flashers and bell	H'way. No. 32 at Peers, mile 109.82 Wabamun Sd., Alta.	C.N.R.	80	10,080 00
Two flashers and bell	H'way. No. 21 at Delburne, mile 21.13 Three Hills Sd., Alta.	C.N.R.	80	7,360 00
Two flashers and bell	H'way. No. 21A near Beiseker, mile 91.23 Three Hills Sd., Alta.	C.N.R.	80	7,040 00
Two flashers and bell	H'way. No. 2, north-west of Slave Lake, mile 168.0 Slave Lake Sd., Alta.	N.A.R.	80	8,000 00
Five flashers and two bells in lieu of wig wags	Keele St. and Springdale Rd., King, mile 23.3 Newmarket Sd., Ontario	C.N.R.	80	8,200 00
Two flashers and bell	Crossing between Twps. of Guelph and Waterloo, M. 54.37 Brampton Sd., Ontario	C.N.R.	80	6,832 00
Two flashers and bell	Route No. 45 between Ranges 8 & 9 Twp. of Landriene, mile 33.82 Amos Sd., Que.	C.N.R.	80	5,824 00
Two flashers and bell	County Rd. No. 31, Twp. of Seymour, mile 23.18 Campbellford Sd., Ont.	C.N.R.	80	6,960 00
Two flashers and bell	Crossing west of Thorncliffe, mile 113.2 North Bay Sd., Ont.	C.P.R.	80	9,840 00
Two flashers and bell	H'way. No. 19 at Ostrander, mile 11.94 Port Burwell Sd., Ont.	C.P.R.	80	8,560 00
Two flashers and bell	H'way. No. 6 (Gauthier Crossing) M. 82.77 Cascapedia Sd., Que.	C.N.R.	80	6,400 00
Two flashers and bell	Dube Crossing, Grande-Riviere, Road No. 6, M. 52.15 Chandler Sd., Que.	C.N.R.	80	6,480 00
Two flashers and bell	H'way. No. 6 at Ste. Therese Station M. 57.40 Chandler Sd., Que.	C.N.R.	80	6,240 00
Improve approach grades	Twp. of Ekfrid, Lots 8 & 9, Conc. 3, mile 24.21 Windsor Sd., Ont.	C.P.R.	80	880 00
Two flashers, two short arm gates and one bell in lieu of wig wag	Dunnville Rd. (H'way. No. 3) near Canfield, Ont. M. 35.52 Main Line Sd.	N.Y.C.	80	10,486 00
Two flashers, two short arm gates and one bell	H'way. No. 3 at Hewitt, Ontario, Mile 20.87 Main Line Sd.	N.Y.C.	80	9,780 00
Two flashers and bell	H'way. No. 4 at False Bay, M. 15.81 St. Peters Sd., N.S.	C.N.R.	80	6,800 00
Two flashers and bell	H'way. No. 5 near Denholm, M. 116.1 Blane Lake Sd., Sask.	C.N.R.	80	8,920 00

Two flashers and bell	Cournoyer Blvd. in Town of Tracy, mile 42.20 Sorel Sd., Que	C.N.R.	80	8,320 00
Three flashers and bell	Windsor Jct. Rd., M. 0.50 Dartmouth Sd., N.S.	C.N.R.	80	8,640 00
Two flashers and bell	Greenfield Rd. in Colchester Co. m. 3.04 Hopewell Sd., N.S.	C.N.R.	80	6,400 00
Two flashers and bell	H'way. No. 7 west of Musquodoboit Harbour, M. 46.20 Dartmouth Sd., N.S.	C.N.R.	80	7,120 00
Two flashers and bell	East of West River, M. 20.61 Hopewell Sd., N.S.	C.N.R.	80	6,480 00
Improve approach grades	Near Thames River, M. 15.78 Chatham Sd., Ont.	C.N.R.	80	1,375 00
Two flashers and bell	Trunk No. 19, Co. of Inverness, M. 39.70 Inverness Sd., N.S.	C.N.R.	80	6,800 00
Two flashers and bell	Barney's River Side Rd., M. 67.03 Hopewell Sd., N.S.	C.N.R.	80	6,400 00
Two flashers and bell with special circuits	H'way. No. 3 Port Mounton, M. 12.42 Yarmouth Sd., N.S.	C.N.R.	80	6,640 00
Two flashers and bell with special circuits	Sheet Harbour Rd., Upper Musquodoboit, M. 81.52 Dartmouth Sd., N.S.	C.N.R.	80	7,760 00
Two flashers and bell	Co. Rd. No. 25A, near St. Thomas m. 1.24 Chatham Sd., Ontario	C.N.R.	80	5,776 00
Two flashers and bell	Trunk No. 3, Co. of Yarmouth, M. 108.70 Yarmouth Sd., N.S.	C.N.R.	80	6,080 00
Two flashers and bell	H'way. No. 10, south of Springfield, M. 24.42 Middleton Sd., N.S.	C.N.R.	80	7,040 00
Two flashers and bell with extra signal arm	Trunk No. 10, Co. of Annapolis, mile 49.59 Middleton Sd., N.S.	C.N.R.	80	6,400 00
Two flashers and bell	Highway No. 3, near Tusket, mile 127.75 Yarmouth Sd., N.S.	C.N.R.	80	7,040 00
Two flashers and bell	Highway No. 3, Barrington West, mile 84.0 Yarmouth Sd., N.S.	C.N.R.	80	6,320 00
Two flashers and bell	Shore Rd., M. 93.61 Sydney Sd., N.S.	C.N.R.	80	6,720 00
Two flashers and bell	Trunk No. 3, County of Shelburne, mile 79.70 Yarmouth Sd., N.S.	C.N.R.	80	6,320 00
Two flashers and bell	Crossing at Laurel Stn., mile 7.38 Owen Sound Sd., Ont.	C.P.R.	80	9,120 00
Two flashers and bell	Highways No. 7 and 12 at Blackwater, M. 18.83 Uxbridge Sd., Ont.	C.N.R.	80	10,960 00
Two flashers and bell	Town Line Rd., Twp. of Gwillimbury mile 39.66 Newmarket Sd., Ont.	C.N.R.	80	9,280 00
Two flashers, two gates and two bells	Victoria Dr., Vancouver, m. 126.9 Cascade Sd., B.C.	C.P.R.	80	17,280 00
Two flashers and bell	Lafayette Blvd. in the Town of Montreal South, M. 1.26 Sorel Sd., Quebec	C.N.R.	80	11,280 00
Improve grades	Town Line Rd. between Twps. of Sandwich South and Maidstone, Ont.	N.Y.C.	80	2,345 00
Two flashers and one bell	Second St. in Twp. London, M. 111.39 Galt Sd., Ontario	C.P.R.	80	8,800 00
Two flashers and bell	H'way. No. 3 west of Stn. at St. Francois du Lac, M. 9.75 Yamaska Sd , Que	C.N.R	80	5,824 00
Two flashers and bell	Woodroffe Ave., Twp. of Nepean, M. 8.60 Beachburg Sd., Ont.	C.N.R	80	8,272 00
Two flashers and bell	Third Ave. E., Owen Sound, M. 71.28 Owen Sound. Sd , Ont.	C.P.R.	80	9,360 00
Change in protection from manual to automatic and installation of one flasher signal	Ontario St., Cobourg, mile 261.5 Oshawa Sd. (C.N.R.) and mile 32.9 Oshawa Sd. (C.P.R.) Ontario	C.N.R. C.P.R.	80 80	28,880 00 15,360 00
Two flashers and bell	Crossing in Village of Lac au Saumon, Co. of Matapedia, mile 52.65 Matapedia Sd., Que.	C.N.R.	80	6,720 00
Two flashers and bell	H'way. No. 23 southeast of Blackie, mile 69.33 Aldersyde Sd., Alta.	C.P.R.	80	5,760 00
Ten flashers in lieu of ten wig wag signals	Caradoc and Metcalf Sts., in the Co. of Middlesex and Oxford, Victoria and Richmond Sts., Town of Strathroy, Ont., mile 19.95 Strathroy Sd.	C.N.R.	80	6,800 00
Two flashers in lieu of wig wag signals	Norwich St., Woodstock, mile 19.05 Dundas Sd., Ontario	C.N.R.	80	1,360 00
Two flashers and bell	New Erin Rd., New Erin, Que.	N.Y.C.	80	7,204 00
Two flashers in lieu of wig wags	Ridge Rd., Ridgeway, mile 9.04 Dunnville Sd., Ontario.	C.N.R.	80	1,360 00
Two flashers in lieu of wig wags	First public crossing east of Lynden Station, M. 13.91 Dundas Sd., Ontario.	C.N.R.	80	1,360 00
One flasher in lieu of wig wag signal	Park St., Kitchener, M. 63.40, Brampton Sd., Ont.	C.N.R.	80	600 00
One flasher in lieu of wig wag signal	King St., Port Colborne, M. 19.17 Dunnville Sd., Ont.	C.N.R	80	600 00

STATEMENT 7.—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION AND IMPROVEMENTS TO VIEW—*Continued*

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashers in lieu of wig wag signals	Wilson St., Woodstock, mile 49.26 Dundas Sd., Ontario	C.N.R.	80	1,360 00
Two flashers in lieu of wig wags	Crossing east of Princeton Stn., M. 37.77 Dundas Sd., Ontario	C.N.R.	80	1,360 00
Two flashers in lieu of wig wags	Crossing east of station at Grimsby Beach, M. 25.69 Grimsby Sd., Ontario	C.N.R.	80	1,360 00
Two flashers in lieu of wig wags	Highway No. 2, Woodstock, mile 50.67 Dundas Sd., Ontario	C.N.R.	80	1,360 00
One flasher is lieu of wig wag	Queen St., Kitchener, mile 1.37 Waterloo Sd., Ontario	C.N.R.	80	600 00
One flasher in lieu of wig wag	James St., St. Mary's, M. 11.31 Thorndale Sd., Ontario	C.N.R.	80	600 00
One flasher in lieu of wig wag	Main St., Lucan, Ont., M. 14.89 Forest Sd	C.N.R.	80	600 00
One flasher in lieu of wig wag	Highway No. 7 M. 2.18 Forest Sd., Ontario	C.N.R.	80	600 00
Two flashers in lieu of wig wags	Yorkshire St., Guelph, M. 49.33 Brampton Sd., Ont	C.N.R.	80	1,360 00
One flasher in lieu of wig wag	Main St., Forest, Ont., M. 47.25 Forest Sd., Ontario	C.N.R.	80	600 00
Two flashers and bell	H'way. No. 606, Markstay, M. 54.93 Cartier Sd., Ontario	C.P.R.	80	9,520 00
One flasher in lieu of wig wag	Main St., Rockwoon, M. 41.27 Brampton Sd., Ontario	C.N.R.	80	600 00
Two flashers and bell	H'way. No. 7A, near Cavan Mile 33.8 Peterborough Sd., Ontario	C.P.R.	80	9,920 00
One flasher in lieu of wig wag	Strange St., Kitchener, M. 63.52 Brampton Sd., Ontario	C.N.R.	80	600 00
One flasher in lieu of wig wag	Erie St., (H'way. No. 7) Stratford, Mile 0.80 Thorndale Sd., Ont	C.N.R.	80	600 00
One flasher in lieu of wig wag	H'way. No. 7 near Rannoch, M. 4.12 Forest Sd., Ont	C.N.R.	80	600 00
Two flashers in lieu of wig wags	Hope and Woodstock Sts., Tavistock Ontario, m. 23.64 & 23.61 Drumbo Sd	C.N.R.	80	1,360 00
One flasher in lieu of wig wag	Ontario St., Stratford, M. 0.88 Newton Sd., Ontario	C.N.R.	80	600 00
One flasher in lieu of wig wag	Crossing east of Station at Stevensville, Twp. of Bertie, County of Welland, M. 7.98, Cayuga Sd., Ontario	C.N.R.	80	600 00
One flasher in lieu of wig wag	Huron Rd. (H'way. No. 8) Goderich, Mile 44.96 Goderich Sd., Ont	C.N.R.	80	600 00
One flasher in lieu of wig wag	H'way. No. 8 east of Stamford, mile 1.21 Welland Sd., Ontario	C.N.R.	80	600 00
One flasher in lieu of wig wag	Drummond Rd., Twp. of Stamford, mile 1.91 Welland Sd., Ontario	C.N.R.	80	600 00
One flasher in lieu of wig wag	Main St., Seaforth, mile 24.76 Goderich Sd., Ont	C.N.R.	80	600 00
One flasher in lieu of wig wag	Main St., Parkhill, mile 29.83 Forest Sd., Ontario	C.N.R.	80	600 00
Two flashers and bell	Range 6 Rd., St. Stanislas, mile 41.10 Adirondack Sd., Que	N.Y.C.	80	9,860 00
One flasher in lieu of wig wag	Waterloo St., New Hamburg, mile 75.12 Brampton Sd., Ont	C.N.R.	80	600 00
One flasher in lieu of wig wag	Christina St., Sarnia, M. 0.66 Point Edward Sd., Ontario	C.N.R.	80	600 00
Two flashers in lieu of wig wags	Edinburgh Rd., Guelph, M. 49.54 Brampton Sd., Ont	C.N.R.	80	1,360 00
One flasher in lieu of wig wag	Absalom St., Mildmay, mile 15.20 Southampton Sd., Ont	C.N.R.	80	600 00
One flasher in lieu of wig wag	Avenue St., Hespeler, Ont., mile 22.38, Fergus Sd	C.N.R.	80	600 00
One flasher in lieu of wig wag	H'way. No. 6 near Mount Forest, mile 12.45 Durham Sd., Ontario	C.N.R.	80	600 00
Two flashers in lieu of wig wags	l'Esperance Rd., Tecumseh, mile 99.36 Chatham Sd., Ont	C.N.R.	80	1,360 00
Two flashers in lieu of wig wags	Peter St., Bothwell, mile 38.90 Chatham Sd., Ontario	C.N.R.	80	1,360 00
Two flashers in lieu of wig wags	H'way. No. 19, west of station at Tillsonburg, mile 94.38 Cayuga Sd., Ontario	C.N.R.	80	1,360 00
Two flashers in lieu of wig wags	Lacroix St., Chatham, mile 61.92 Chatham Sd., Ontario	C.N.R.	80	1,360 00
Two flashers in lieu of wig wags	Victoria St., Thamesville, mile 46.75 Chatham Sd., Ontario	C.N.R.	80	1,360 00

One flasher in lieu of wig wag	Main St., Delhi, Cayuga Sd., Mile 82.92, Ontario	C.N.R.	80	600 00
Two flashers in lieu of wig wags	Tecumseh Rd., west of Puce, mile 94.04 Chatham Sd., Ontario	C.N.R.	80	1,360 00
One flasher in lieu of wig wag	Darling Rd., Corinth, mile 100.20 Cayuga Sd., Ontario	C.N.R.	80	600 00
One flasher in lieu of wig wag	Talbot St., Courtland, mile 89.67 Cayuga Sd., Ontario	C.N.R.	80	600 00
Two flashers, two short arm gates and one bell at each crossing	Mavis Rd., Wolfe Line Rd., and Erindale Stn. Rd., Mileages 16.56, 16.82, 17.35 Galt Sd., Ontario	C.P.R.	80	85,320 00
Four flashers in lieu of wig wags	Edward, Waterloo, Weber and Ahrens Streets, Kitchener, mileages 62.71, 62.82, 62.93, 62.60 Brantford Sd., Ontario	C.N.R.	80	5,440 00
Two flashers in lieu of wig wags	Haggerty St., Newbury, mile 33.83 Chatham Sd., Ontario	C.N.R.	80	1,360 00
Two flashers in lieu of wig wags	George Ave., East Windsor, mile 104.49 Chatham Sd., Ontario	C.N.R.	80	1,360 00
One flasher in lieu of wig wag	Concession Rd., Corinth, mile 100.13 Cayuga Sd., Ontario	C.N.R.	80	600 00
Improve approach grades	Crossing bet. Lots 4 & 5, Con. 11, Twp. of Colchester North, mile 6.37 Amherstburg Sd., Ontario	N.Y.C.	80	950 00
Two flashers in lieu of wig wags	H'way. No. 3, Harvey, mile 65.1 St. John Sd., N.B.	C.P.R.	80	6,640 00
Two flashers and bell	Crossing bet. Con. 7 & 8, Twp. of Innisfil, near Bramley, mile 55.55 Newmarket Sd., Ont.	C.N.R.	80	5,984 00
Two flashers and bell	Plante Ave., Town of Quebec West, mile 2.94 Lairet Sd., Que.	C.N.R.	80	7,968 00
Improve approach grades	Crossing bet. Lots 16 & 17, Con. 13, Twp. of Colchester North, mile 1.47 Amherstburg Sd., Ont.	N.Y.C.	80	1,915 00
Improve approach grades	Crossing between Lots 8 & 9, Con. 12, Twp. of Colchester North, mile 4.74 Amherstburg Sd., Ont.	N.Y.C.	80	1,150 00
Two flashers and bell	Crossing between Con. 11 & 12, Lot 5, Twp. of Colchester N., mile 3.55 Amherstburg Sd., Ont.	N.Y.C.	80	520 00
Two cantilevers and mast signals and bell	Main St. in Town of Sintalute, mile 39.64 Indian Head Sd., Sask.	C.P.R.	80	12,160 00
Two flashers, two short arm gates and one bell	Highway No. 1, Regina By-Pass, mile 86.17 Tyvan Sd., Sask.	C.P.R.	80	10,080 00
Two flashers and bell	Broadway St. (H'way. No. 19) at Tillsonburg, Main Line Sd., Ont.	N.Y.C.	80	10,494 00
Two flashers and bell	H'way. No. 4 west of Walkerton, mile 20.71 Southampton Sd., Ont.	C.N.R.	80	9,120 00
Two flashers and one bell	Kennetcook Village Crossing, mile 26.52 Truro Sd., N.S.	D.A.R.	80	9,040 00
Two flashers and bell	Pleasant Valley Rd., Brookfield, mile 55.91 Bedford Sd., N.S.	C.N.R.	80	8,320 00
Improve approach grades	Windsor-Milford Rd. near Brooklyn, mile 6.31 Truro Sd., N.S.	D.A.R.	80	8,904 00
Two flashers and bell	County Rd. No. 56, Twp. of Peel, mile 58.05 Fergus Sd., Ont.	C.N.R.	80	2,400 00
Two flashers and bell	" " "	C.N.R.	80	6,400 00
Two flashers and bell	George St. in the City of Sydney, mile 113.31 Sydney Sd., N.S.	C.N.R.	80	7,680 00
One flasher and bell	Truro Heights-Truro-Windsor Road, mile 55.14 Truro Sd., N.S.	D.A.R.	80	7,700 00
One flasher and bell	Woodland Ave., Town of Beaconsfield, Quebec, mile 17.52 Cornwall Sd.	C.N.R.	80	16,240 00
Improve approach grades	Woodland Ave., Town of Beaconsfield, Quebec, mile 12.1 Winchester Sd.	C.P.R.	80	20,280 00
Two flashers and bell	Brimley Rd., M. 324.22 Oshawa Sd., Ontario	C.N.R.	80	1,920 00
Two flashers and bell	H'way. No. 1, west of Annapolis Royal, M. 0.23 Yarmouth Sd., N.S.	D.A.R.	80	7,480 00
Two flashers and bell	Grand Pre Rd., M. 46.67 Halifax Sd., N.S.	D.A.R.	80	8,816 00
Improve approaches	Onesime Gagnon Blvd., St. Felicien, mile 30.77 Roberval Sd., Que.	C.N.R.	80	8,728 00
Two flashers and bell	Crossing east of Lot 18, Con. 13, Twp. of Colchester N., mile 1.07 Amherstburg Sd., Ont.	N.Y.C.	80	1,070 00
Two flashers in lieu of wig wags	Highway No. 60, near Killaloe, mile 93.84 Renfrew Sd., Ont.	C.N.R.	80	6,600 00
Two flashers and bell	Highway No. 10, Inglewood, mile 37.4 Milton Sd., Ont.	C.N.R.	80	5,056 00
Two flashers and bell	Highway No. 2A at St. Pacome, mile 36.85 Montmagny Sd., Que.	C.N.R.	80	7,984 00
Two flashers and bell in lieu of wig wags	Highway No. 47 north Stouffville, mile 38.94 Uxbridge Sd., Ont.	C.N.R.	80	6,080 00
	Highway No. 94 near Durland, mile 53.7 Alderdale Sd., Ont.	C.N.R.	80	5,376 00

STATEMENT 7—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION AND IMPROVEMENTS TO VIEW—*Continued*

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashers and bell	County Rd. No. 1, Streetsville, mile 0.20 Orangeville Sd., Ont.	C.P.R.	80	9,440 00
Two flashers and bell	Highway No. 532, Twp. of Macaulay, mile 15.24 Huntsville Sd., Ont.	C.N.R.	80	5,552 00
Four flashers and two bells in lieu of wig wags	Middle Rd. (Queen Eliz. H'way) Burlington, mile 0.30 Milton Sd., Ontario	C.N.R.	80	3,424 00
Two flashers and bell	Wentworth-Wallace Rd., Cumberland Co., mile 23.16 Oxford Sd., Ontario	C.N.R.	80	6,960 00
Two flashers, two short arm gates and two bells	Smyth Rd., Ottawa, M .1.76 Beachburg Sd., and 2.39 Sussex Sd., Ont	C.N.R. C.P.R.	80 80	20,752 00 14,640 00
Four flashers and two bells	Dawson Rd. (H'way. No. 17A) at mile 33.67 Kashabowie Sd. and mile 33.49 Kashabowie Sd., Ont	C.N.R.	80	15,520 00
Two flashers and one bell	Highway No. 592 near Fort Frances mile 85.13 Fort Frances Sd., Ont.	C.N.R.	80	5,520 00
Two flashers and bell in lieu of wig wags	Highway No. 518, Emsdale, mile 50.8 Huntsville Sd., Ontario	C.N.R.	80	7,576 00
Two flashers and bell	Parish of St. Pacome, mile 35.08 Montmagny Sd., Que.	C.N.R.	80	8,320 00
Two flashers and bell	Highway No. 13, Northeast Quarter Sec. 13, Twp. 11, Rge. 5 WPM, mile 42.09 Gladstone Sd., Manitoba	C.N.R.	80	10,400 00
Two flashers and bell	County Rd. No. 16, County of Middlesex, mile 10.52 Windsor Sd., Ont.	C.P.R.	80	9,520 00
Two flashing lights, one short arm gate and bell	Ontario St., Brighton, Ont., 10.3 Oshawa Subd	C.P.R.	80	14,800 00
Two flashers, two short arm gates, and one bell	" " " " 242.07 Oshawa Subd	C.N.R.	80	34,328 00
Two flashers, 1 short arm gate, bell	Prince Edward St., Brighton, Ont., 9.8 Oshawa Subd	C.P.R.	80	18,400 00
Two flashers, 2 short arm gates, bell	" " " " " 241.59 Oshawa Subd	C.N.R.	80	34,328 00
Two flashers, bell, in lieu of wig wags	H'way. No. 7, near Peterborough, mile 61.5 Campbellford Sd., Ont.	C.N.R.	80	6,536 00
Two flashers and bell	H'way. No. 34, south of Hawkesbury, mile 19.87 Vankleek Sd., Ont.	C.N.R.	80	7,200 00
Two short arm gates, four flashers, two bells	Hale and Trafalgar Sts. in Twp. of London, M. 75.35 Dundas Sd., Ont.	C.N.R.	80	39,904 00
Two flashers and bell	Highway No. 62, Eldorado, mile 40.81 Maynooth Sd., Ont.	C.N.R.	80	6,480 00
Two flashers and bell	Crossing at St. Eloi, mile 62.68 Rimouski Sd., Que.	C.N.R.	80	9,360 00
Two flashers and bell	H'way. No. 19, north of Milverton, M. 18.24 Newton Sd., Ontario	C.N.R.	80	5,952 00
Two flashers and bell	West St., Blind River, mile 54.72 Thessalon Sd., Ont.	C.P.R.	80	12,400 00
Two flashers and bell	Haines Ave., Blind River, M. 54.44 Thessalon Sd., Ont.	C.P.R.	80	10,120 00
Two flashers and bell	H'way. No. 38 at Wingham, M. 27.69 Kincardine Sd., Ont.	C.N.R.	80	6,000 00
Two flashers and bell	Stroud Stn., M. 57.49 Newmarket Sd., Ont.	C.N.R.	80	6,640 00
Four flashers and bell	Minet's Point Rd., south of Allandale, M. 62.03 Newmarket Sd., Ontario	C.N.R.	80	9,520 00
Improve sight lines	Twp. Rd. in Twp. of Anderdon, M. 11.61 Amherstburg Sd., Ont.	N.Y.C.	80	470 00
Two flashers and bell	Highway No. 31 south of Hawkesbury, M. 15.94 Vankleek Sd., Ont.	C.N.R.	80	5,920 00
Two flashers and bell	Thompson Rd., Thompson Stn., mile 42.53 Springhill Sd., N.S.	C.N.R.	80	7,600 00
Improve approach grades	Crossing between Cons. 2 & 3, Lot 3, Twp. of Anderdon, M. 13.37 Amherstburg Sd., Ont.	N.Y.C.	80	2,120 00
Two flashers and bell	Third St., Twp. London, M. 28.96 Thorndale Sd., Ont.	C.N.R.	80	10,320 00
Two flashers and bell	Thornton Rd., Oshawa, M. 73.12 Oshawa Sd., Ont.	C.P.R.	80	12,800 00

Improve approach grades	Crossing between Cons. 7 & 8, Lot 6, Twp. of Anderdon, Mile 8.89 Amherstburg Sd., Ont.	N.Y.C.	80	540 00
Two flashers and bell	Highway No. 545 near Hanmer, mile 124.4 Sudbury Sd., Ont.	C.N.R.	80	10,400 00
Improve grades	Fargo Rd., Twp. of Harwich, Co. of Kent, mile 169.63 Main Line Sd., Ont.	N.Y.C.	80	464 00
Improve approach grades	Base Line Rd., near the Village of Mull, mileage 163.11 (Main Line) Ontario	N.Y.C.	80	1,263 00
Two flashers and bell	Highway No. 69, near mileage 88.8 Beachburg Sd., Ont.	C.N.R.	80	4,928 00
Improve grade	Lot 19, Conc. 4, Twp. of Essa, M. 53.40 MacTier Sd., Ont.	C.P.R.	80	1,880 00
Two flashers and bell	Highway No. 62 near Pembroke, Mile 88.8 Beachburg Sd., Ont.	C.N.R.	80	7,176 00
Two flashers and bell	H'way. No. 2, between NE¼ of Sec. 26 and northwest ¼ of Sec. 27, Twp. 38, Rge. 27, W2M, mile 29.38 Aberdeen Sd., Sask.	C.N.R.	80	6,160 00
Two flashers in lieu of wig wags	Glasgow St., Guelph, M. 49.20 Brampton Sd., Ont.	C.N.R.	80	1,360 00
Improve approaches	Rockey Rd., Twp. of Augusta, M. 119.05 Cornwall Sd., Ont.	C.N.R.	80	1,032 00
Two flashers and bell	King St., Palmerston, mile 72.37 Fergus Sd., Ont.	C.N.R.	80	12,760 00
Two flashers and bell	Forest St. in Parry Sound, mile 1.8 Sudbury Sd., Ont.	C.N.R.	80	5,665 00
Two flashers and bell	Cote St. Louis Rd., Terrebonne County, M. 1.99 Ste. Agathe Sd., Quebec	C.P.R.	80	10,360 00
Two flashers and bell	H'way. No. 28 near Bon Accord, M. 7.95 Lac La Biche Sd., Alta.	N.A.R.	80	9,028 00
Two flashers and bell	County Rd. No. 15, Co. of Kent, M. 80.6 No. 1 Sd., Ont.	C.&O.	80	5,560 00
Two flashers and bell	Co. Rd. No. 33, Twp. of Zone, mile 46.70 Windsor Sd., Ont.	C.P.R.	80	8,000 00
Two flashers and bell in lieu of wig wags	H'way. No. 55, Village of Chambord, mile 1.20 Roberval Sd., Que.	C.N.R.	80	6,320 00
Two flashers and bell	H'way. No. 6, at Gascons West, mile 27.00 Chandler Sd., Que.	C.N.R.	80	6,880 00
Two flashers and bell	H'way. No. 58 near Thorold, mile 0.60 Coniagas Spur, Ont.	C.N.R.	80	4,440 00
Two flashers and bell	Co. Rd. No. 19, near Eady Stn., mile 88.5 MacTier Sd., Ont.	C.P.R.	80	8,400 00
Two flashers and bell	Co. Rd. No. 20, and Con. Rd. No. 5, Co. of Simcoe, M. 71.4 Newmarket Sd., Ontario	C.N.R.	80	6,280 00
Two flashers and bell	Co. Rd. No. 16, Lefroy, M. 51.89, Newmarket Sd., Ontario	C.N.R.	80	9,440 00
Two flashers and bell	H'way. No. 3 (Southern Trans Prov. H'way) near Olson, M. 22.71, Cranbrook Sd., B.C.	C.P.R.	80	6,680 00
Two flashers and bell	H'way. No. 95 (Kootenay-Columbia H'way) Mile 8.4 Kimberley Sd., B.C.	C.P.R.	80	7,280 00
Two flashers and bell	Clarke Side Rd., north of Dundas St., Twp. of London, Mile 110.62 Galt Sd., Ontario	C.P.R.	80	17,320 00
Improve sight lines	H'way. No. 25, Co. of York, Mile 89.36 Chipman Sd., N.B.	C.N.R.	80	1,300 00
Two flashers and bell	Breslau Rd., Hagey, Mile 5.9 Waterloo Sd., Ont.	G.R.R.	80	8,640 00
Changes in protection	114th Ave. near 81st. St. Edmonton, Alta.	C.N.R.	80	140 00
Four flashers and two bells	H'way. No. 18, Ojibway, Twp. of Sandwich W., mile 9.9 Essex Terminal Sd., Ont.	E.T.R.	80	10,400 00
Two flashers, two gates and bell in lieu of wig wags	Belmont Rd. (H'way No. 74) Twp. of Yarmouth, Mile 109.82, Main Line Sd., Ontario	N.Y.C.	80	11,426,00
Two flashers and bell	Galipeau St., Thurso, mile 90.46 Lachute Sd., Que.	C.P.R.	80	9,004 00
Two flashers and one bell	Belvedere Rd. in Queens Co., mile 1.61 Kensington Sd., P.E.I.	C.N.R.	80	6,400 00
Two cantilever type signals with four flashing light units	Highway No. 1 (Regina By-Pass) mile 90.21 Glenavon Sd., Sask.	C.N.R.	80	7,440 00
Two flashers and bell	H'way. No. 504 at Palgrave, M. 49.1 Milton Sd., Ont.	C.N.R.	80	7,664 00
Two flashers and bell	Clyde Rd., two miles east of Galt Mile 55.17 Galt Sd., Ont.	C.P.R.	80	10,320 00
Two flashers and bell	St. Wenceslas, H'way. No. 34, M. 75.62 Drummondville Sd., Que.	C.N.R.	80	8,896 00
Two cantilever type signals and four flashing lights in lieu of wig wags	Suburban Rd. No. 5, Co. of Essex, M. 108.33 Windsor Sd., Ont.	C.P.R.	80	17,616 00

STATEMENT 7—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION AND IMPROVEMENTS TO VIEW—*Concluded*

Protection	Location	Railway	Percent	Contribution
				$ cts.
Two flashers and bell in lieu of danger sign and bell	Cowichan Lake Rd., mile 39.70 Victoria Sd., B.C.	C.P.R.	80	7,600 00
Two flashers and bell in lieu of wig wags	Highway No. 26 at Stayner, mile 23.4 Meaford Sd., Ont.	C.N.R.	80	5,120 00
Two flashers and bell to be manually controlled	Daley Crossing on Shore Rd., near Waterford, mile 0.75 No. 18 Colliery Spur, N.S.	S & L	80	5,403 00
Improve approaches	Between Lots 16 and 17, Conc. 1, Twp. of Ekfrid, mile 17.46 Longwood Sd., Ont.	C.N.R.	80	2,400 00
Two flashers and bell	Co. Rd. No. 27, Twp. of West Nissouri, mile 107.40 Galt Sd., Ont.	C.P.R.	80	8,640 00
Two flashers and two gates, bell	Park St., Brockville, M. 125.15 Cornwall Sd.	C.N.R.	80	31,552 00
Two flashers and bell	Eglinton Ave., Scarborough, mile 333.2 Oshawa Sd., Ont.	C.N.R.	80	15,680 00
Two flashers and bell	Cottonwood Dr., St. Boniface, mile 3.18 Emerson Sd., Man.	C.P.R.	80	7,230 00
Two flashers and bell in lieu of wig wags	Bouthillier St., St. Jean, mile 25.68 Rouses Point Sd., Que.	C.N.R.	80	1,560 00
Two flashers and bell	H'way. No. 11 near Driftwood, M. 17.47 Kapuskasing Sd., Ont.	C.N.R.	80	7,064 00
Two flashers in lieu of wig wags	St. Jacques St., St. Jean, mile 25.5 Rouses Point Sd., Que.	C N R	80	1,360 00
Two flashers and bell in lieu of bell and danger sign	Crossing at Gowanstown, mile 31.06 Newton Sd., Ontario	C N R	80	4,960 00
	Total			3,589,439 00
	Adjustment made to cover increased grants for projects approved prior to 1959			30,898 15
	Grand Total			3,620,338 05

STATEMENT 8—

The following installations of automatic protection were approved during the year and contributions towards the cost could not be made from the Railway Grade Crossing Fund, under the terms of Section 265 of the Railway Act:

Two flashers and bell at Montcalm Blvd., Candiac, mile 15.23 Massena Subd., Quebec, C.N.R.

Two flashers, two gates and bell at 22nd Street, Quebec, mile 1.63 Batiscan Subd., Quebec, C.N.R.

Two flashers and bell at O'Connor Street, Ottawa, Ont., C.N.R.

Two flashers and bell at Metro. Winnipeg By-Pass, St. Charles, mile 3.55 Harte Subd., Man., C.N.R.

Two flashers and bell for ea h approach lane at crossing in Parish of St. Pauls, mile 5.77 Winnipeg Beach Subd., Man., C.P.R.

Two flashers and bell at crossing on Highway No. 75, Emerson, mile 62.55 Letellier Subd., Man., C.N.R.

Two cantilever signals, each equipped with four flashers and bell, in lieu of existing two flashers and bell at Danforth Road, Twp. of Scarboro, mile 60.18 Uxbridge Subd., Ont., C.N.R.

Two flashers and bell at crossing at mile 123.93 Laggan Subd., Alta., C.P.R.

Two flashing light signals and bell for each approach lane at crossing on Trans Canada Highway (Winnipeg By-Pass) Parish of St. Norbert, Man., C.P.R.

Two flashers and bell at Main Street, City of Barrie, Ont., mile 0.46 Meaford Subd., C.N.R.

Two flashers and bell at Main Street, City of Barrie, mile 63.88 Newmarket Subd., Ont., C.N.R.

Two flashers and bell at Lafleur Street, Town of La Salle, Quebec, C.P.R.

Two flashers and two bells at crossing of C.N.R. and Toupin Blvd., City of St. Laurent, mile 0.96 Montford Subd., Quebec.

Two flashers and bell at crossing of C.N.R. at mile 56.44 Kentville Subd., N.S.

Two flashers and bell at crossing of C.N.R. at Nadon Avenue, St. Jerome, mile 31.67 Montfort Subd., P.Q.

Two flashers and bell at crossing of Charest Blvd., City of Ste. Foy, mile 10.12 Bridge Subd. of the C.N.R., Quebec.

Two flashers, two short arm gates and one bell on each approach lane of Darlington Ave. and Canora Road crossings, in the City of Montreal, Quebec.

Two flashers and bell at private crossing of Nichols Chemical Co. Ltd. at mile 119.23 Cascade Subd. of the C.P.R., B.C.

STATEMENT 9—SHOWS THE DIFFERENT WORKS WHICH WERE APPROVED FOR CONSTRUCTION AFTER STUDY OF THE APPLICATIONS AND PLANS, CHECKING OF ESTIMATES, INVESTI GROUND AND CONFERENCES WITH THE IN

	Highway Crossings Approved	Highway Crossings Closed	Construction and Operation of Branch Lines and Industrial Spurs	Widen Crossings	Construction and Reconstruction of Overhead Bridges and Subways	Highway Diversions	Crossings Protected by Flashing Light Signals and Bell	Changes to Circuit of Automatic Protection	Crossings Protected by Electrically Controlled Gates and Flashers	Improve Sight Lines and Approach Grades	Manually Controlled Gates	Crossings Protected by Flagmen	Relocation of Crossings	Pedestrian Crossings	Installation of Flashers in lieu of Wig Wags	Railway Bridges	Operation Over and Under Bridges	Less Than Standard Clearances
Newfoundland	2	5	1	1	2	1	....	....	....	....	....	....	....	....	....	....	1	....
Prince Edward Island	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	1	....	....
Nova Scotia	6	2	1	....	2	....	30	....	....	....	....	2	....	....	....	1	1	1
New Brunswick	7	6	4	....	4	2	17	....	....	1	....	....	....	....	....	5	4	1
Quebec	38	11	4	23	15	2	81	15	5	3	1	1	1	6	1	9	10	4
Ontario	51	21	26	24	43	1	120	6	28	47	1	4	12	5	56	4	33	10
Manitoba	29	9	15	18	4	1	15	1	2	1	....	....	2	1	....	5	2	3
Saskatchewan	25	7	8	18	1	....	18	2	2	1	....	....	4	....	....	2	3	2
Alberta	26	18	9	12	9	....	28	2	2	1	....	....	4	....	....	10	9	....
British Columbia	19	2	9	1	8	....	24	....	1	....	....	....	....	1	....	11	13	1
Total	203	81	78	97	88	7	334	26	40	54	2	7	23	13	57	48	76	22

BY ORDER OF THE BOARD ON RECOMMENDATION OF THE ENGINEERING DEPARTMENT
GATION OF COMPLAINTS AND ACCIDENTS, AND IN MANY CASES INSPECTION ON THE
TERESTED PARTIES, DURING THE YEAR 1959.

Interlocking Plants and Changes to Interlockers	Operation Through Interlockers	Location of Telephone lines	Exemption From Fencing and Cattle Guards	Approval of CTC and Block Signals	Relocate Railway Lines	Location of Railway Lines	Abandonment of Railway Lines	Opening for Carriage of Traffic (Railways)	Mining Under Railways	Tunnels	Operation Through Rocksheds	Water, Gas, Etc. over and under Railways	Pipe Crossings over and under Company Pipe Lines	Location of Company Pipe Lines	Route Maps—Pipe Lines	Pipe Lines Under Rivers	Roads and Railway Crossings over Pipe Lines	Opening of Pipe Lines for Trans. of Oil or Gas	Ditches Across Pipe Lines	Deviation of Pipe Lines	Abandonment of Pipe Lines	Wire Crossings of Railway or Pipe Lines	Totals
.....	.....	.....	...	2	...	...	....	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
.....	.....	.....	...	...	...	...	....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
.....	.....	.....	2	....	1	...	....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	49
.....	.....	1	...	....	1	...	....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	53
2	.....	.....	1	3	1	1	....	2	...	....	....	5	1	1	1	...	...	...	...	....	....	1	249
8	2	1	4	5	1	....	4	1	1	1	....	16	43	2	1	1	9	5	....	2	....	10	609
2	5	.....	8	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	126
2	.....	.....	20	....	1	1	....	....	....	....	....	5	45	....	....	....	4	....	....	....	1	21	193
1	.....	.....	13	....	2	....	....	....	....	....	....	4	9	1	....	..	4	....	....	....	....	7	171
1	3	.....	4	2	....	1	....	....	....	1	2	6	14	7	1	1	12	2	1	....	....	18	166
16	10	2	52	13	7	4	4	4	1	2	2	36	112	11	3	2	29	7	1	2	1	58	1,635

APPENDIX C

OPERATING DEPARTMENT

STATEMENT No. 1.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED ON RAILWAYS UNDER THE BOARD'S JURISDICTION FOR THE YEAR ENDED DECEMBER 31st, 1959.

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Canadian National	6	511	29	807	167	414	1,186	202	1,732
Canadian Pacific	5	436	10	993	81	264	1,448	96	1,693
Algoma Central & Hudson Bay				14		2	13		16
British Columbia Electric						6	3		6
Chesapeake & Ohio				1	2	3	5	2	4
Dominion Atlantic				4	2	6	10	2	10
Esquimalt & Nanaimo				4		6	9		10
Essex Terminal				9		7	11		16
Grand Falls Central						3	1		3
Grand River						8	4		8
Great Northern		2		12	3	4	19	3	18
Lake Erie & Northern				3		3	6		6
London & Port Stanley						2	2		2
Midland Rly. of Manitoba				5		1	2		6
Napierville Junction		4				2	6		6
New York Central				1	6	23	16	6	24
Niagara, St. Catharines & Toronto				1		6	4		7
Nipissing Central		1		2			3		3
Northern Alberta		16	2	67	6	13	73	8	96
Oshawa						1	1		1
Quebec Central		4	1	20	5		21	6	24
Quebec North Shore & Labrador				4			2		4
Sydney & Louisburg				4	1	3	8	1	7
Toronto, Hamilton & Buffalo				3		6	5		9
Toronto Terminals				3			3		3
Totals	11	974	42	1,957	273	783	2,861	326	3,714

STATEMENT No. 2—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31st, 1959

Classification of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Derailment	2	117	1	43	.....	2	28	3	162
Collision head-on	.....	261	2	44	2	.....	5	4	305
Collision rear-end	.....	37	1	28	.....	.....	6	1	65
Collision miscellaneous	.....	93	.....	4	.....	.....	2	.....	97
Collision at Diamond Crossing	.....	.....	.....	1	.....	.....	1	.....	1
Collision with cars account open switch	.....	18	.....	3	.....	1	3	.....	22
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards	.....	.....	1	27	.....	1	21	1	28
Sideswipe	4	13	1	10	.....	.....	2	5	23
Public highway crossing protected by gates—manual	.....	.....	.....	4	2	7	12	2	11
Public highway crossing protected by gates—automatic	.....	.....	.....	4	1	4	5	1	8
Public highway crossing protected by bell	.....	.....	.....	.....	1	1	2	1	1
Public highway crossing protected by bell and wigwag	.....	.....	.....	3	17	46	44	17	49
Public highway crossing protected by flashing lights and bell	.....	1	.....	3	18	57	62	18	61
Public highway crossing protected by watchman	.....	.....	.....	.....	.....	2	1	.....	2
Public highway crossing unprotected	5	26	.....	39	141	520	420	146	585
Private crossing	.....	.....	.....	10	18	48	49	18	58
Trespassing	.....	.....	.....	.....	70	60	128	70	60
Working on or about engine	.....	.....	.....	78	.....	.....	78	.....	78
Miscellaneous	.....	11	4	302	.....	12	322	4	325
Adjusting couplers, coupling and uncoupling	.....	.....	.....	35	.....	.....	35	.....	35
Run down by engine or car between stations	.....	.....	4	2	.....	.....	6	4	2
Handcar—accidents caused by hand-car, motor or velocipede	.....	.....	5	162	.....	2	112	5	164
Handcar, motor-car, velocipede struck by train	.....	.....	6	31	1	1	24	7	32
Crossing between cars	.....	.....	2	5	.....	1	8	2	6
Struck by engine or cars on adjoining track	.....	.....	1	6	.....	.....	7	1	6
Struck by switch stand, water spout, mail crane or other projection	.....	.....	.....	13	.....	.....	13	.....	13
Crushed between cars and buildings, lumber piles	.....	.....	.....	11	.....	.....	11	.....	11
Locomotive accidents	.....	.....	.....	8	.....	.....	8	.....	8
Getting on and off passenger trains	.....	86	.....	.....	.....	.....	86	.....	86
Injured when taking fuel or water	.....	.....	.....	8	.....	.....	8	.....	8
Rock slides, or other obstructions on track	.....	1	.....	.....	.....	.....	1	.....	1
Rough coupling	.....	5	.....	57	.....	7	41	.....	69
Obstructions, overhead and on ground	.....	.....	.....	27	.....	.....	27	.....	27
Falling off top of car	.....	.....	.....	13	.....	.....	13	.....	13
Application and handling of air brakes, starting and stopping of trains, adjusting slack	.....	28	.....	128	.....	1	133	.....	157
Employees getting off train	.....	.....	.....	256	.....	.....	256	.....	256

STATEMENT No. 2—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31st, 1959 *Concluded*

Classification of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Employees boarding train				101			101		101
Slipping on ice				79			79		79
Doors closing and other minor accidents in baggage cars and coaches		267		80		2	348		349
Run down by engine or cars at stations or in yards		2	9	28	1	3	41	10	33
Caught by engine or car while throwing switch				4			4		4
Falling off side or end ladders of cars			1	72			73	1	72
Handbrake—accidents while working handbrake				86		1	87		87
Handling freight or baggage				39			39		39
Loading and unloading O.C.S., materials				31			31		31
Work train equipment			2	14			15	2	14
Cars moved while being loaded or unloaded				2		1	3		3
Carmen working on or under cars on running track when moved			1				1	1	
Coupling or uncoupling hose				22			22		22
Turning angle-cock				6			6		6
Loads shifting in transit or switching				5			5		5
Falling or jumping off passenger train between stations		3		1			4		4
Cars running away not under control			1	9	1	3	12	2	12
Individual derailment of equipment in yard tracks				3			3		3
Accidents as a result of handling dangerous commodities				1			1		1
Fires occurring in passenger equipment		3		2			3		5
Accidents as a result of train breaking in two		2		7			3		9
Totals	11	974	42	1,957	273	783	2,861	326	3,714

STATEMENT No. 3—NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1959

Classification of Accident	C.N.R.			C.P.R.			Miscellaneous railways			Total		
	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Derailment	19	3	145	6	.....	9	3	.....	8	28	3	162
Collision head-on	4	.....	286	.....	.....	.....	1	4	19	5	4	305
Collision rear-end	5	1	12	1	.....	53	.....	.....	.....	6	1	65
Collision—miscellaneous	1	.....	1	1	.....	96	.....	.....	.....	2	.....	97
Collision at Diamond Crossing	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Collision with cars account open switch	2	.....	20	.....	.....	.....	1	.....	2	3	.....	22
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards	12	1	18	7	.....	8	2	.....	2	21	1	28
Sideswipe	1	5	22	1	.....	1	.....	.....	.....	2	5	23
Public highway crossing protected by gates—manual	7	1	6	5	1	5	.....	.....	.....	12	2	11
Public highway crossing protected by gates—automatic	2	1	1	2	.....	2	1	.....	5	5	1	8
Public highway crossing protected by bell	2	1	1	.....	.....	.....	.....	.....	.....	2	1	1
Public highway crossing protected by bell and wigwag	31	13	30	7	2	7	6	2	12	44	17	49
Public highway crossing protected by flashing lights and bell	31	8	29	22	6	21	9	4	11	62	18	61
Public highway crossing protected by watchman	1	.....	2	.....	.....	.....	.....	.....	.....	1	.....	2
Public highway crossing unprotected	212	82	282	163	55	231	45	9	72	420	146	585
Private crossing	33	16	39	11	1	13	5	1	6	49	18	58
Trespassing	74	42	33	41	21	21	13	7	6	128	70	60
Working on or about engine	28	.....	28	46	.....	46	4	.....	4	78	.....	78
Miscellaneous	105	4	104	172	.....	176	45	.....	45	322	4	325
Adjusting couplers, coupling and uncoupling	18	.....	18	15	.....	15	2	.....	2	35	.....	35
Run down by engine or car between stations	5	3	2	1	1	.....	.....	.....	.....	6	4	2
Handcar—accidents caused by hand-car, motor or velocipede	64	4	99	41	.....	54	7	1	11	112	5	164
Handcar, motor-car, velocipede struck by train	13	2	19	8	5	10	3	.....	3	24	7	32
Crossing between cars	5	2	3	3	.....	3	.....	.....	.....	8	2	6
Struck by engine or cars on adjoining track	2	1	1	5	.....	5	.....	.....	.....	7	1	6
Struck by switch stand, water spout, mail crane or other projection	6	.....	6	6	.....	6	1	.....	1	13	.....	13
Crushed between cars and buildings, lumber piles	3	.....	3	7	.....	7	1	.....	1	11	.....	11
Locomotive accidents	4	.....	4	4	.....	4	.....	.....	.....	8	.....	8
Getting on and off passenger trains	18	.....	18	65	.....	65	3	.....	3	86	.....	86
Injured when taking fuel or water	2	.....	2	4	.....	4	2	.....	2	8	.....	8
Rock slides, or other obstructions on track	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Rough coupling	24	.....	45	17	.....	24	.....	.....	.....	41	.....	69
Obstructions, overhead and on ground	7	.....	7	16	.....	16	4	.....	4	27	.....	27

STATEMENT No. 3.—NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1958—*Concluded*

Classification of Accident	C.N.R.			C.P.R.			Miscellaneous railways			Total		
	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Falling off top of car	6		6	7		7				13		13
Application and handling of air brakes, starting and stopping of trains, adjusting slack	56		61	70		88	7		8	133		157
Employees getting off train	89		89	153		153	14		14	256		256
Employees boarding train	35		35	58		58	8		8	101		101
Slipping on ice	23		23	50		50	6		6	79		79
Doors closing and other minor accidents in baggage cars and coaches	111		111	229		230	8		8	348		349
Run down by engine or cars at stations or in yards	23	7	17	16	3	14	2		2	41	10	33
Caught by engine or car while throwing switch				3		3	1		1	4		4
Falling off side or end ladders of cars	21	1	20	44		44	8		8	73	1	72
Handbrake—accidents while working handbrake	26		26	56		56	5		5	87		87
Handling freight or baggage	11		11	22		22	6		6	39		39
Loading and unloading O.C.S. materials	5		5	25		25	1		1	31		31
Work train equipment	9	2	8	6		6				15	2	14
Cars moved while being loaded or unloaded	1		1	2		2				3		3
Carmen working on or under cars on running track when moved				1	1					1	1	
Coupling or uncoupling hose	14		14	7		7	1		1	22		22
Turning angle-cock	1		1	5		5				6		6
Loads shifting in transit or switching	2		2	3		3				5		5
Falling or jumping off passenger train between stations	3		3	1		1				4		4
Cars running away not under control	6	2	5	4		5	2		2	12	2	12
Individual derailment of equipment in yard tracks				3		3				3		3
Accidents as a result of handling dangerous commodities				1		1				1		1
Fires occurring in passenger equipment				3		5				3		5
Accidents as a result of train breaking in two	2		7	1		2				3		9
Totals	1,186	202	1,732	1,448	96	1,693	227	28	289	2,861	326	3,714

STATEMENT No. 4—PARTICULARS OF ALL HIGHWAY CROSSING ACCIDENTS WITH DESCRIPTION OF PROTECTION OR NON-PROTECTION IN EFFECT FOR THE YEAR ENDED DECEMBER 31ST, 1959

—	Newfoundland			Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Totals		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
Gates, Manual	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	5	1	4	4	1	3	2	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	2	11
Gates, Automatic	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	2	1	1	1	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	1	8
Bell	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1	1
Bell and Wigwag	.....	.....	.....	1	.....	2	4	2	4	4	1	5	5	.....	6	30	14	32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44	17	49
Flashing lights and bell	.....	.....	.....	.....	.....	.....	1	1	.....	1	.....	1	21	9	21	30	4	31	1	.....	2	1	.....	1	5	4	3	2	.....	2	62	18	61
Watchman	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Unprotected	7	1	8	3	2	3	11	1	12	12	.....	16	80	34	108	171	65	244	39	6	66	37	15	32	33	18	58	27	4	38	420	146	585
Totals	7	1	8	4	2	5	17	4	17	17	1	22	114	44	142	239	86	313	43	6	76	38	15	33	38	22	61	29	4	40	546	185	717

	1955	1956	1957	1958	1959
Number of accidents which occurred at crossings protected by Gates, Manual	13	10	3	9	12
Number of accidents which occurred at crossings protected by Gates, Automatic	7	4	6	7	5
Number of accidents which occurred at crossings protected by Bell	2	8	6	7	2
Number of accidents which occurred at crossings protected by Bell and Wigwag	29	48	58	38	44
Number of accidents which occurred at crossings protected by Flashing Light Signals and Bells	52	66	53	54	62
Number of accidents which occurred at crossings protected by Other Types of Protection	.....	1	2	.....	.....
Number of accidents which occurred at crossings protected by Watchman	2	3	2	1	1
Number of accidents which occurred at crossings Unprotected	405	458	453	400	420
Totals	510	598	583	516	546

STATEMENT No. 5—HIGHWAY CROSSING ACCIDENTS BY PROVINCES FOR 5 YEAR PERIOD—1955 TO 1959 INCLUSIVE

—	Newfoundland	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Totals
1955	3	4	12	18	92	226	37	43	46	29	510
1956	8	6	14	24	127	246	30	41	62	40	598
1957	9	5	16	16	129	267	32	26	48	35	583
1958	4	1	15	12	117	248	28	24	43	24	516
1959	7	4	17	17	114	239	43	38	38	29	546

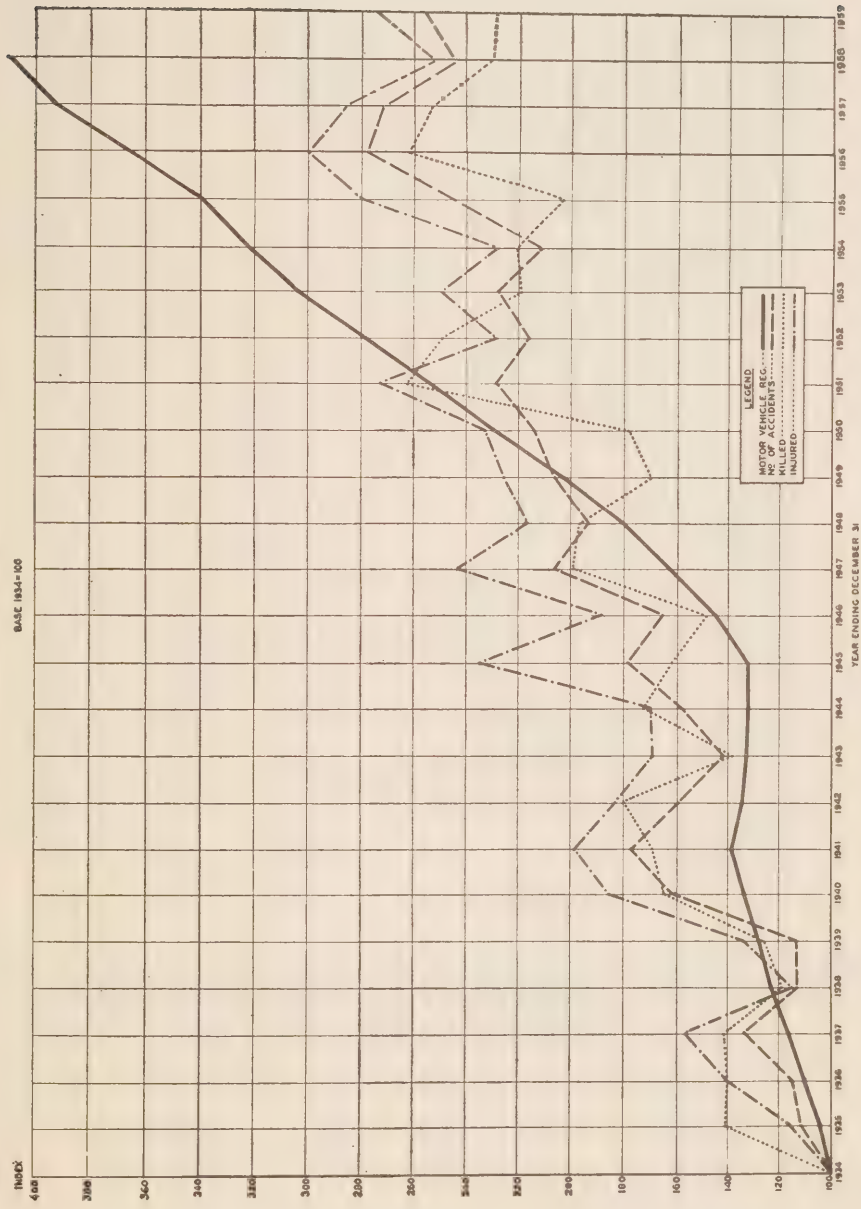
STATEMENT No. 6—CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1959

—	Accidents	Killed	Injured
Motor Vehicles Struck by Train			
Daylight hours	218	87	273
Night hours	99	36	129
Totals	317	123	402
Horse-Drawn or Other Vehicles Struck by Train—			
Daylight hours	3	2	1
Night hours	.....	.....	.....
Totals	3	2	1
Pedestrians Struck by Train—			
Daylight hours	15	7	8
Night hours	5	4	1
Totals	20	11	9
Motor Vehicles Running into Side of Train—			
Daylight hours	73	23	110
Night hours	113	26	162
Totals	186	49	272
Accidents in which Track Cars Involved—			
Daylight hours	20	.....	33
Night hours	.....	.....	.....
Totals	20	.....	33
Total Number of Accidents—			
Daylight hours	329	119	425
Night hours	217	66	292
Grand Totals	546	185	717

STATEMENT No. 7—HIGHWAY CROSSING ACCIDENTS AND MOTOR VEHICLE REGISTRATIONS—10 YEAR PERIOD 1950 TO 1959 INCLUSIVE

Year	Accidents	Killed	Injured	Motor Vehicle Registrations
1950	457	145	609	2,600,511
1951	490	213	714	2,672,420
1952	463	201	598	3,155,824
1953	487	177	656	3,430,672
1954	454	179	596	3,644,589
1955	510	167	729	3,948,652
1956	598	212	785	4,226,474
1957	583	206	752	4,459,595
1958	516	188	660	4,719,474
1959	546	185	717	.....

STATEMENT No. 8—INDEXES OF MOTOR VEHICLE REGISTRATIONS AND HIGHWAY CROSSING ACCIDENTS 1934-1959—BOARD OF TRANSPORT COMMISSIONERS FOR CANADA—OPERATING BRANCH



STATEMENT No. 9 -DEFECTS ON FREIGHT CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1959

Classification	Number of Defects
Handholds	408
Sill steps	306
Ladders	212
Running boards	368
Safety bars, door locks, end gates & catches, latches, etc	41
Miscellaneous safety appliances	16
Coupler improper height above rails	47
Coupler and pin	45
Knuckle and knuckle pin	4
Draft gear, yoke, springs, plates, etc	291
Carrier iron	43
Operating lever	373
Buffers, face plates and diaphragms, curtains, etc	12
Miscellaneous draft gear defects	1
Handbrake	494
Foundation brake gear equipment	372
Piping, fittings, valves and reservoirs	281
Air brake equipment	360
Periodic testing, cleaning, etc	387
Improper piston travel	1,608
Miscellaneous defects to brake equipment	1
Center sill	14
Longitudinal sill	5
Side sill	3
Cross bearer	5
Body bolster	14
Miscellaneous underframe	17
Car over-due for re-weighing (out of date for tare)	239
Sheating defects—wood or metal units	8
Floor and roofing	32
Doors, side or end hoppers, hatches and their openers, fasteners, levers, etc	60
Miscellaneous car body	140
All wheel defects	130
Axles	2
Boxes over-due for repack or inspection	356
Journal box	63
All anti-friction bearing and associated parts	2
Truck side frame	118
Center casting, side bearing, bolster, etc	384
Truck spring defects	215
Miscellaneous truck defects	102
Emergency tools	1
Total defects	7,580

NUMBER OF FREIGHT CARS INSPECTED, SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CARS INSPECTED FOR OVERDUE FOR WEIGHING FOR TARE AND IMPROPER PISTON TRAVEL FOR THE YEAR ENDED DECEMBER 31st, 1959.

Railway	Total Cars Inspected	Total Cars Defective	Total Number of Defects	Cars Inspected	
				Over-due Tare	Improper piston Travel
Canadian National	43,914	3,337	4,196	7,630	11,498
Canadian Pacific	33,852	2,412	2,870	6,195	12,556
Miscellaneous	5,652	423	514	1,190	1,715
Totals	83,418	6,172	7,580	15,015	25,769

STATEMENT No. 10—DEFECTS ON PASSENGER CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1959

Classification	No. of Defects
Handholds	41
Sill steps	3
Safety bars, door locks, end gates and catches, latches, etc	13
Miscellaneous safety appliances	1
Coupler improper height above rails	4
Coupler and coupler pin	2
Carrier iron	3
Operating lever	11
Buffers, face plates and diaphragms, curtains, etc	128
Handbrake equipment	114
Foundation brake gear equipment	25
Piping, fittings, valves and reservoirs	12
Air brake equipment	71
Periodic testing, cleaning, etc	43
Improper piston travel	44
Train signal line apparatus	2
Floor and roofing	1
Doors, fasteners, levers, etc	22
Miscellaneous car body defects	1
Boxes over-due for repack or inspection	32
Journal box and solid bearing defects	13
Truck side frame	23
Centre casting, side bearing, bolster, etc	4
Truck spring	12
Miscellaneous truck defects	8
Filters, fans, strainers, intakes, ducts, etc	5
Miscellaneous air conditioning equipment	1
Baker heaters	2
Steam line	21
Generator and associated parts	5
Batteries, battery holders	1
Jumper and receptacles, wiring defects	3
Gas holders and connections, piping fittings, gauges, emergency keys, mantles and globes, etc	27
Car unclean or unsanitary	1
Unsafe conditions of seats, parcel racks, berths, etc	126
Drinking water and water raising system	55
Emergency tools	227
Miscellaneous interior passenger train cars	6
Total Defects	1,113

NUMBER OF PASSENGER CARS INSPECTED, SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CARS INSPECTED FOR IMPROPER PISTON TRAVEL FOR THE YEAR ENDED DECEMBER 31st, 1959

Railway	Total Cars Inspected	Total Cars Defective	Total No. of Defects	Cars Inspected
				Improper piston Travel
Canadian National	5,624	603	757	1,270
Canadian Pacific	3,519	294	352	485
Miscellaneous	11	4	4	.....
Totals	9,154	901	1,113	1,755

STATEMENT No. 11—DEFECTS ON STEAM LOCOMOTIVES REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1959

Classification	No. of Defects
Inspections or test not made as required	4
Safety appliances	127
Brake equipment	135
Driving engine and tender truck wheels; centers, tires and axles	51
Lights	23
Draft gear and draw gear	51
Whistles, (horns) bells	29
Springs and spring rigging	163
Sanders	2
Cabs, cab windows, etc	18
Fire protective appliances	26
Gauges—steam and air	3
Running defects—en route inspections	1
Boiler shell, steam dome, etc	26
Firebox sheets	5
Crown bolts, stay bolts	5
Water glass	22
Gauge cocks	6
Blow-off cocks	24
Plugs and studs	7
Washout plugs and pads	23
Injectors, feed-water pumps and appurtenances	57
Safety valves	18
Steam pipes	20
Steam and oil valves	9
Throttle and dry pipe	30
Lubricators and appurtenances	1
Lateral motion	7
Reversing gear	3
Cross-heads, guides, pistons and rods	22
Cylinders, saddles, steam chests, cylinder cocks	14
Smoke boxes, stacks	1
Driving boxes, shoes and wedges and cellars	17
Side rods and crank pins	12
Valve motion	6
Frames	12
Trucks	34
Truck-tender	44
Frames-tender	25
Tenders	28
Total Defects	1,111

NUMBER OF STEAM LOCOMOTIVES INSPECTED, SHOWING ENGINES DEFECTIVE AND NUMBER OF DEFECTS FOR YEAR ENDED DECEMBER 31st, 1959

Railway	Locomotives Inspected	Locomotives Defective	Total Defects
Canadian National	591	218	388
Canadian Pacific	694	221	418
Miscellaneous	342	114	305
Totals	1,627	553	1,111

STATEMENT No. 12—DEFECTS ON LOCOMOTIVES OTHER THAN STEAM REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1959

Classification	No. of Defects
Inspections and tests not made as required	6
Safety appliances	403
Brake equipment	605
Wheels, centers, tires and axles	51
Lights	142
Draft-gear and draw-gear	47
Whistles, (horns) bells	33
Springs and spring riggings	13
Sanders	71
Cabs, cab windows, etc	202
Gauges -steam and air	4
Electric meters—(indicating devices)	4
Train communicating signal	1
Running defects—en route inspections	5
Frames	7
Trucks	193
Internal combustion engines	999
Main generator	1
Traction motors	23
Circuits, terminals, cables	11
Circuit breakers, switches, contactors	2
Control equipment	36
Auxiliary electrical machinery	2
Fire extinguishers, fire fighting equipment	15
Fuel supply	398
Accident prevention—cleanliness	691
Miscellaneous—diesel-electric locomotives	17
Miscellaneous—electric locomotives	1
Steam generators	14
Steam separators	7
Feedwater system and appurtenances	9
Water tanks	22
Steam lines and connections	13
Electric circuits	1
Essential controls	22
Steam generator fuel system	4
Air supply equipment	1
Miscellaneous—steam generators	1
Total Defects	4,077

NUMBER OF LOCOMOTIVES OTHER THAN STEAM INSPECTED, SHOWING ENGINES DEFECTIVE AND NUMBER OF DEFECTS FOR YEAR ENDED DECEMBER 31st, 1959

Railway	Locomotives Inspected	Locomotives Defective	Total Defects
Canadian National	3,842	1,342	2,523
Canadian Pacific	2,373	761	1,259
Miscellaneous	597	160	295
Totals	6,812	2,263	4,077

STATEMENT No. 13—SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD

	Canadian National (Atlantic Region) (*a*)	Canadian National (Central Region)	Canadian National (Western Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Miscellaneous (*b*)	Totals
Fires of Railway Origin—								
Number by Causes								
Locomotive Class A fires	24	8	1	11	1	39	2	86
Locomotive Class B fires	12	17	4	16	1	5	3	58
Locomotive Class C fires	2	1	.....	4	1	1	.....	9
Employees, Class A fires	3	3	1	1	2	1	.....	11
Employees, Class B fires	5	7	4	3	.....	4	4	27
Employees, Class C fires	.....	1	.....	.....	.....	2	1	4
Fusees, Class A fires	2	9	1	.....	.....	.....	2	14
Fusees, Class B fires	.....	2	.....	1	.....	3	.....	6
Fusees, Class C fires	.....	.....	.....	.....	.....	.....	.....	.....
Burning smoking materials from trains, Class A	3	1	.....	.....	.....	1	.....	5
Burning smoking materials from trains, Class B	3	1	2	1	.....	.....	2	9
Burning smoking materials from trains, Class C	.....	.....	.....	.....	.....	1	.....	1
Total Class A	32	21	3	12	3	41	4	116
Total Class B	20	27	10	21	1	12	9	100
Total Class C	2	2	.....	4	1	4	1	14
Total	54	50	13	37	5	57	14	230
Areas Burned (acres)								
Young forest growth	182.25	47.50	3.50	85.50	.....	29.05	15.50	363.30
Merchantable timber	.....	.50	7.50	9.00	.....	.10	.....	17.10
Slashing or old burn	12.02	5.00	.10	.....	.....	.....	25.50	42.62
Other classes of land	93.68	33.02	13.67	87.46	10.26	114.80	87.00	439.89
Total	287.95	86.02	24.77	181.96	10.26	143.95	128.00	862.91
Value of Property Destroyed	$	$	$	$	$	$	$	$
Young Forest growth	2,180.00	341.20	2.60	509.70	.....	483.95	244.91	3,762.36
Standing timber	1,662.00	5.00	168.00	15.00	.....	.....	.....	1,850.00
Forest Products	.....	.....	.....	.....	.....	.....	.....	.....
Other Property	1,125.00	.....	152.46	55.00	.....	178.38	.....	1,510.84
Total	4,967.00	346.20	323.06	579.70	.....	662.33	244.91	7,123.20

Known Causes Other Than Railway								
Campers and travellers, Class A	7	3					1	11
Campers and travellers, Class B	1			3				4
Campers and travellers, Class C								
Settlers, Class A								
Settlers, Class B		1	1	1				3
Settlers, Class C								
Other known causes, Class A	1		3	2		3	2	11
Other known causes, Class B	3		1	1			4	9
Other known causes, Class C		1					1	2
Total, Class A	8	3	3	2		3	3	22
Total, Class B	4	1	2	5			4	16
Total, Class C		1					1	2
Total	12	5	5	7		3	8	40
Area Burned (Acres)								
Young forest growth		165.00	.06	1.00			800.20	966.26
Merchantable timber				.50			.34	.84
Slashing or old burn	9.00		.50	.10			3.75	13.35
Other classes of land	.25	16.82	5.00	12.75			480.50	515.32
Total	9.25	181.82	5.56	14.35			1,284.79	1,495.77
Value of Property Destroyed	$	$	$	$	$	$	$	$
Young forest growth		230.00		3.00			10,562.72	10,795.72
Standing timber				1.00			2.26	3.26
Forest products								
Other property		400.00	657.50					1,057.50
Total		630.00	657.50	4.00			10,564.98	11,856.48
Fires of Unknown Origin								
Class A	6	2				4	2	14
Class B	4	3	3	5		1	3	19
Class C				1				1
Total	10	5	3	6		5	5	34
Areas Burned (Acres)								
Young forest growth			.50					.50
Merchantable timber								
Slashing or old burn	4.00			5.00			10.00	19.00
Other classes of land	5.07	3.51	1.25	19.00		.25	1.40	30.48
Total	9.07	3.51	1.75	24.00		.25	11.40	49.98

STATEMENT No. 13 SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD—*Concluded*

	Canadian National (Atlantic Region) (*a*)	Canadian National (Central Region)	Canadian National (Western Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Miscellaneous (*b*)	Totals
	$	$	$	$	$	$	$	$
Value of Property Destroyed								
Young Forest growth			1.00					1.00
Standing timber								
Forest products								
Other property	12.00							12.00
Total	12.00		1.00					13.00

(*a*) Includes Province of Newfoundland.

(*b*) Includes Algoma Central & Hudson Bay Railway; Northern Alberta Railways; Esquimalt and Nanaimo Railway; Quebec North Shore & Labrador Railway; Sydney & Louisburg Railway; Cumberland Coal and Railway Company.

NOTE:—Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.
Class B fires are those which cover an area of one-fourth acre to ten acres.
Class C fires are those which cover an area over ten acres.

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FIFTY-SIXTH REPORT

of

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED

DECEMBER 31

1960



FIFTY-SIXTH REPORT

of

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

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DECEMBER 31

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BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

Rod Kerr, Q.C., *Chief Commissioner.*

H. H. Griffin, *Assistant Chief Commissioner.*

J. E. Dumontier, *Deputy Chief Commissioner.*

L. J. Knowles, *Commissioner.*

John M. Woodard, *Commissioner.*

W. R. Irwin, *Commissioner.*

W. Hogben, F.C.A., *Financial Adviser.*

C. W. Rump, *Secretary.*

J. V. Lajoie, *Assistant Secretary.*

J. M. Fortier, *General Counsel.*

M. M. Goldberg, *Assistant Counsel.*

R. A. Shier, *Director of Engineering.*

N. M. Kelly, *Assistant Director of Engineering.*

A. S. Kirk, *Director of Traffic.*

H. W. Ellicott, *Assistant Director of Traffic.*

J. Hanley, *Assistant Director of Traffic.*

R. M. MacDonald, *Director of Operation.*

A. LeSage, *Assistant Director of Operation.*

M. E. Burwash, *Director of Economics and Accounting.*

R. Wright, *Assistant Director of Economics and Accounting.*

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BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

CHIEF COMMISSIONER – ROD KERR, Q.C.

ASSISTANT CHIEF COMMISSIONER – H. H. GRIFFIN

DEPUTY CHIEF COMMISSIONER – J.E. DUMONTIER

COMMISSIONER – L.J. KNOWLES
COMMISSIONER – J.M. WOODARD
COMMISSIONER – W.R. IRWIN

SECRETARY OF THE BOARD – C. W. RUMP

FINANCIAL ADVISER
W. HOGBEN, F.C.A.

FEDERAL PUBLIC STATUTES CONFERRING JURISDICTION ON THE BOARD INCLUDE:

RAILWAY ACT – Chap. 234, R.S.C. 1952. Confers extensive judicial, regulatory and administrative functions in respect of, inter alia, location, construction, operation and uniform accounting of railways subject to Parliament; protection at highway-railway crossings; The Railway Grade Crossing Fund; railway express, telegraph, telephone and international bridge tolls.

TRANSPORT ACT – Chap. 271, R.S.C. 1952. Confers jurisdiction to license ships on the Great Lakes, MacKenzie and Yukon Rivers; their charges and tolls; and agreed charges of certain rail and water carriers.

BRIDGES ACT – Chap. 20, R.S.C. 1952. C.N.R. – C.P.R. ACT – Chap. 39, R.S.C. 1952.

MARITIME FREIGHT RATES ACT – Chap. 174, R.S.C. 1952. RADIO ACT – Chap. 233, R.S.C. 1952.

ST. LAWRENCE SEAWAY AUTHORITY ACT – Chap. 242, R.S.C. 1952. TELEGRAPH ACT – Chap. 262, R.S.C. 1952.

C.N.R. ACT – Chap. 29 of 1955 Statutes. FREIGHT RATES REDUCTION ACT – Chap. 27, 7–8 Elizabeth II.

ECONOMICS AND ACCOUNTING

M.E. Burwash — Director
R.H. Wright — Ass't Director

Responsible for providing economic, statistical and financial information and advice required for decisions by the Board in connection with investigations, applications, hearings and reviews of carrier performance pursuant to Board Orders and Rulings; the form and content of periodic reporting by railways, water carriers, pipelines, communications and other companies subject to the jurisdiction of the Board; analysis and interpretations of transportation and communication trends in recurrent reports and special submissions; processing and publication of the Annual Waybill Analysis of All-Rail Carload Freight Traffic; administration of uniform accounting classifications; conducting field examinations of company records; issuance of accounting interpretations and rules governing the preservation of records; formulae governing freight and traffic costing and general accounting allocations, and the methods to be followed in establishing "out of pocket" and "all inclusive" costs; special studies and research on the economics of companies under the jurisdiction of the Board, including problems which are known to be developing and which may be expected to involve Board decisions.

ENGINEERING

R.A. Shier — Director
N.M. Kelly — Ass't. Director

The Engineering Branch deals with and advises the Board on all applications concerning construction and maintenance of railway lines, and administration of the Railway Grade Crossing Fund.

Conducts field inspection and examines plans before recommending the approval of construction and maintenance of railway lines, sidings, railway-highway-farm crossings, junctions, signals, bridges, fences, drainage, etc.

Conducts field inspections, examines plans and estimates of cost for construction of grade separations, installations of automatic protection or safety features at railway-highway crossings.

Maintains complete record of railway-highway crossings and grants, commitments and payments from the Railway Grade Crossing Fund.

LAW

J. M. Fortier — General Counsel
M.M. Goldberg — Ass't. Counsel

The law Branch advises the Board and its Officers on questions of law, jurisdiction, practice and procedure; drafts orders, regulations and legislation; represents the Board on appeals and references to the Supreme Court of Canada and other courts when necessary; attends the Board's public hearings and when necessary examines witnesses; confers and corresponds with Counsel representing parties to applications before the Board; prepares briefs, memoranda and précis on matters dealt with by the Board.

Supervises the maintenance of the Board's Library and other related work of a professional legal nature.

OPERATING

R. M. MacDonald — Director
A. Lesage — Ass't. Director

The Operating Branch advises the Board and makes recommendations in matters relating to adequacy of rail service to the public, safety of operation, safe condition of rolling stock and equipment, suitability of facilities, investigation of accidents, fire prevention along railway right-of-way and the safe transportation of commodities. The Branch is divided into four sections: (1) Operating, (2) Mechanical, (3) Fire Prevention and (4) Explosives and Other Dangerous Commodities.

In view of the Branch's concern with the day to day operation of railways coming under the Board's jurisdiction, close working relations are maintained at all levels of management as well as with labour groups and other interested parties. Applications to abandon, reduce or augment existing services are investigated by the Operating Branch. Rolling stock and motive power is regularly inspected. To carry out the field work involved in these duties District Offices are maintained at several locations outside Ottawa. The current rules respecting most of these functions are contained in some 160 Board Orders which are subject to periodic amendment or revision as the need arises.

SECRETARY'S (Administrative)

C.W. Rump — Secretary
J. V. Lajoie — Ass't. Secretary

The Secretary's or Administrative Branch is divided into three sections: (1) General Administrative Services, (2) Records and (3) Accounts.

In addition to the maintenance of minutes of Board meetings the Secretary's Branch keeps a record of all proceedings conducted before the Board by way of public hearings, makes all arrangements for such hearings at or outside Ottawa; deals with all official correspondence of the Board; has custody and care of all official records and documents belonging or appertaining to the Board; maintains official copies of every Judgment, Regulation, Ruling and Order of the Board; issues certified copies of such orders and regulations as requested; makes recommendations on matters affecting the employment and accommodation of the Board's staff; initially deals with inquiries for information covering the Board's work from interested parties, the Press, etc.

TRAFFIC

A. S. Kirk — Director
H. W. Ellicott — Assistant
J. Hanley — Directors

Deals with, and advises the Board on, all matters concerning Traffic, Tolls and Tariffs in respect of:

Freight (Rail and Water).
Passenger (Rail and Water).
Express.
Agreed Charges.
International Bridges and Tunnels.
Telegraph.
Telephone.
Radio Messages (Radio Regulations).
Maritime Freight Rates Act.
Freight Rates Reduction Act.
Trackage Maintenance Subsidy.
Licensing of Ships.
Free and Reduced Rate Transportation.

JANUARY 1961

DISTRICT OFFICES – ENGINEERING AND OPERATING

MONCTON, N.B.
WINNIPEG, MAN.
CALGARY, ALTA.

DISTRICT OFFICES – OPERATING

ST. JOHN'S, NFLD.
MONTREAL, P.Q.
TORONTO, ONT.
VANCOUVER, B.C.

REPORT OF BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

To the Governor in Council:

Pursuant to Section 31 of the Railway Act, Chapter 234, R.S. 1952, the Board of Transport Commissioners for Canada has the honour to submit its Fifty-Sixth Report for the year ended December 31st, 1960.

GENERAL REVIEW OF BOARD'S WORK IN 1960

A total of 2795 applications were submitted to the Board during 1960 under the provisions of the Railway Act, the Transport Act, the Maritime Freight Rates Act, and other legislation under the Board's jurisdiction.

Twenty-six public hearings were held by the Board during 1960. While most were in Ottawa, sittings of the Board were also held in New Glasgow and Springhill, Nova Scotia, Fredericton and Edmundston, New Brunswick, Granby and Morin Heights, Quebec, Pembroke, Niagara Falls and Fort William, Ontario, Portage la Prairie and Brandon, Manitoba, Moosomin and Weyburn, Saskatchewan.

On July 8, 1959, Parliament passed the Freight Rates Reduction Act designed as a relief measure for shippers. The Act provided a fund of $20 million to permit a reduction in class and commodity rates (other than competitive rates) on Canadian railways for a period of one year to August 1, 1960. In compliance with the Act, the Board of Transport Commissioners ordered the substitution of an increase of 10 per cent for the permissive increase of 17 per cent. A further reduction, substituting an increase of 8 per cent in lieu of 10 per cent, was ordered by the Board effective May, 1960. By an amendment to the Freight Rates Reduction Act dated July 28, 1960, the Act was extended to April 30, 1961, and a fund of $35 million was authorized in lieu of the previously authorized fund of $20 million. The reduced rates, as ordered by the Board in May, 1960, have continued in effect. As at February 1, 1961, and for the period August 1, 1959 to November 30, 1960, the Board had certified $25,115,777 for payment to companies under authority of the Freight Rates Reduction Act.

During the year, the Board issued 3315 Orders and 10 General Orders, compared with 3330 Orders and 18 General Orders in 1959. As usual, all judgments and orders of the Board were reported in the Board's semi-monthly publication entitled "Judgments, Orders, Regulations and Rulings" printed by and obtainable from the Queen's Printer.

The headquarters staff of the Board in Ottawa totalled 142 in 1960 compared with 135 in 1959, while the total staff in the Board's District Offices remained the same as in 1959 at 27 employees. The seven district offices of the Board are located in St. Johns, Nfld., Moncton, N.B., Montreal, P.Q., Toronto, Ont., Winnipeg, Man., Calgary, Alta., and Vancouver, B.C. The officers and staff located in these district offices carry out engineering and operational inspections in their respective areas.

AMENDMENTS TO THE RAILWAY ACT AND OTHER LEGISLATION UNDER THE BOARD'S JURISDICTION

By Chapter 40 of the Statutes of 1958 the Railway Act was amended so as to provide for contributions from the Railway Grade Crossing Fund towards the cost of placing reflective markings on the sides of railway cars and amended section 265 of the Railway Act in other respects. The Act also provided for increases in the maximum contributions from the Fund towards the cost of work ordered or authorized by the Board in respect of crossings during the period of three years from January 31, 1958, and made provision for marking signboards at level crossings with reflective material.

By Chapter 35 of the Statutes of 1960, section 265 of the Railway Act was further amended so as to extend for another three years the provisions of the 1958 amendment.

In July 1959 Parliament passed the Freight Rates Reduction Act directing the Board to order a reduction for one year in class and commodity rates (other than competitive rates) which had been increased by 17 per cent under the Board's Order No. 96300, dated November 17, 1958. In accordance with this legislation the Board issued an Order substituting an increase of 10 per cent for the 17 per cent in the rates concerned. The purpose of this Order and subsequent Orders of the Board in this respect was to reduce freight rates concerned by 20 million dollars during the period of one year commencing August 1, 1959. By Chapter 42 of the Statutes of Canada 1960, the Board was authorized to extend to April 30, 1961, the period specified in Orders issued pursuant to the 1959 legislation, and increased the amount by which the freight rates were to be reduced from twenty million to thirty-five million dollars.

APPEALS FROM DECISIONS OF THE BOARD TO THE SUPREME COURT OF CANADA DURING 1960

Application of Bogoch Seed Company, Limited, Re Freight Rates on Rapeseed. 50 J.O.R. & R. 137.

An application by Bogoch Seed Company, Limited for leave to appeal to the Supreme Court of Canada from Board's Judgment dated June 6, 1960, and Order No. 101457, dated June 10, 1960, in respect of freight rates on rapeseed was allowed by Mr. Justice Abbott. The leave to appeal is on the following point: "Whether the majority of the Board, consisting of Chief Commissioner Rod Kerr and Assistant Chief Commissioner H. H. Griffin, and Commissioner W. R. Irwin, whose reasons for judgment were delivered by the said Chief Commissioner erred, having found that rapeseed was now recognized as a grain, in not holding that rapeseed must be included within the meaning of the word "grain" as used in the Crowsnest Pass Act, being chapter 5 Statutes of Canada 1897, and the Railway Act of Canada, Section 328 (6) and (7)."

Notes on the above mentioned Judgment appear under the heading "Decisions of the Board".

The application is now pending before the Supreme Court.

SUMMARY OF APPEALS TO THE GOVERNOR IN COUNCIL FEBRUARY 1, 1904, TO DECEMBER 31, 1960

Dismissed	37
Allowed	5
Referred back	15
Withdrawn, Discontinued, etc.	12
Total	69

SUMMARY OF APPEALS TO THE SUPREME COURT OF CANADA FEBRUARY 1, 1904, TO DECEMBER 31, 1960

Dismissed (including refusal to grant leave to appeal)	81
Allowed	19
Pending	1
Withdrawn, Discontinued, etc.	12
Total	113

CHANGES IN MEMBERSHIP OF THE BOARD

A number of changes in membership of the Board were made during the year.

Mr. Armand Sylvestre, Q.C., completed his term of office on April 17, 1960, having been a member of the Board and Deputy Chief Commissioner for 15 years.

By Order in Council P.C. 1960-734 of May 26, 1960, Mr. J. E. Dumontier, who had served as the Board's Director of Engineering since August 1954, and prior to that time as Assistant Director of Engineering, was appointed to succeed Mr. A. Sylvestre as Deputy Chief Commissioner.

LIST OF MEMBERS OF THE BOARD WHO HAVE SERVED OR ARE SERVING ON THE BOARD

Member's Name	Office	Appointment	Termination
Hon. A. G. Blair, K.C.	Chief	Feb. 1, 1904	Oct. 31, 1904 (resigned)
Hon. M. E. Bernier	Deputy C.	Feb. 1, 1904	Jan. 31, 1914 (served term)
James Mills, LL.D.	Commr.	Feb. 1, 1904	Jan. 31, 1914 (served term)
Mr. Justice A. C. Killam, K.C.	Chief	Feb. 6, 1905	Mar. 1, 1908 (died)
Hon. J. P. Mabee, K.C.	Chief	Mar. 28, 1908	May 6, 1912 (died)
D'Arcy Scott	Ass't C.	Sep. 17, 1908	Sep. 16, 1918 (served term)
S. J. McLean, C.M.G., LL.D., Ph.D.	Commr.	Sep. 17, 1908	Sep. 16, 1918
S. J. McLean, C.M.G., LL.D., Ph.D.	Commr.	Sep. 17, 1918	Aug. 5, 1919
S. J. McLean, C.M.G., LL.D., Ph.D.	Ass't C.	Aug. 6, 1919	Sep 16, 1928
S. J. McLean, C.M.G., LL.D., Ph.D.	Ass't C.	Sep. 17, 1928	Sep. 16, 1938 (served term)
Hon. Thos. Greenway	Commr.	Sep. 17, 1908	Oct. 30, 1908 (died)
A. S. Goodeve	Commr.	Apr. 4, 1912	Nov. 22, 1920 (died)
Sir Henry L. Drayton, P.C.Kt., K.C.	Chief	July 1, 1912	Aug. 1, 1919 (resigned)
Hon. W. B. Nantel, P.C., K.C., LL.D.	Deputy C.	Oct. 20, 1914	Oct. 19, 1924 (served term)
A. C. Boyce, K.C., D.C.L.	Commr.	Oct. 4, 1917	Oct. 3, 1927 (served term)
Dr. J. G. Rutherford, C.M.G.	Commr.	Sep. 17, 1918	July 24, 1923 (died)
Hon. F. B. Carvell, P.C., K.C.	Chief	Aug. 2, 1919	Aug. 9, 1924 (died)
Calvin Lawrence	Commr.	Nov. 4, 1921	May 4, 1931 (died)
Hon. Frank Oliver, P.C.	Commr.	Sep. 21, 1923	Sep. 20, 1928 (reached age 75)
Hon. H. A. McKeown, K.C.	Chief	Sep. 16, 1924	Feb. 28, 1931 (resigned)
Thomas Vien, K.C., LL.L.	Deputy C.	Sep. 5, 1925	Jan. 31, 1931 (resigned)
Hon. T. C. Norris	Commr.	Mar. 30, 1928	Mar. 29, 1938 (served term)
John A. Stoneman	Commr.	Mar. 12, 1929	Mar. 11, 1939
John A. Stoneman	Commr.	Mar. 12, 1939	Mar. 11, 1949 (served term)
Mr. Justice C. P. Fullerton, K.C.	Chief	Aug. 13, 1931	Dec 31, 1933 (resigned)
F. A. Labelle	Deputy C.	Dec. 16, 1931	July 15, 1933 (died)
G. A. Stone	Commr.	Dec. 16, 1931	Dec. 15, 1941
G. A. Stone	Commr.	Dec. 16, 1941	July 1, 1947 (reached age 75)
G. A. Stone	Commr.	July 1, 1947	June 30, 1948 (Reappointed for one year by amendment to Railway Act)

LIST OF MEMBERS OF THE BOARD WHO HAVE SERVED OR ARE SERVING ON THE BOARD—Concluded

Member's Name	Office	Appointment	Termination
F. N. Garceau, K.C.	Deputy C.	Sep. 16, 1933	Apr. 10, 1943 (reached age 75)
Hon. Hugh Guthrie, P.C., K.C.	Chief	Aug. 12, 1935	Nov. 3, 1939 (died)
Hugh Wardrope, Q.C.	Ass't C.	Nov. 8, 1938	Nov. 7, 1948
Hugh Wardrope, Q.C.	Ass't C.	Nov. 8, 1948	Nov. 7, 1958 (served term)
F. M. MacPherson	Commr.	Sep. 21, 1939	Sep. 20, 1949
F. M. MacPherson	Commr.	Sep. 21, 1949	Mar. 29, 1959 (reached age 75)
Col. J. A. Cross, C.M.G., D.S.O., K.C.	Chief	Apr. 1, 1940	June 30, 1948 (resigned)
Armand Sylvestre, Q.C., LL.B.	Deputy C.	Apr. 18, 1945	Apr. 17, 1955
Armand Sylvestre, Q.C., LL.B.	Deputy C.	Apr. 18, 1955	Apr. 17, 1960 (reached age 75)
Hon. Mr. Justice M. B. Archibald, LL.B.	Chief	July 1, 1948	Oct. 31, 1951 (resigned)
H. B. Chase, C.B.E.	Commr.	July 28, 1948	July 27, 1958
H. B. Chase, C.B.E.	Commr.	July 28, 1958	May 19, 1959 (reached age 75)
W. J. Patterson	Commr.	Apr. 1, 1949	July 3, 1951 (resigned)
Hon. Mr. Justice John D. Kearney, M.C.	Chief	Nov. 1, 1951	Jan. 15, 1957 (resigned)
O. A. Matthews	Commr.	Jan. 1, 1953	Sep. 1, 1955 (resigned)
L. J. Knowles	Commr.	Sep. 1, 1955	Jan. 2, 1962 (will reach age 75)
C. D. Shepard, Q.C.	Chief	Jan. 15, 1957	Jan. 1, 1959 (resigned)
Rod. Kerr, Q.C.	Commr.	Oct. 6, 1958	Nov. 8, 1958
Rod. Kerr, Q.C.	Ass't C.	Nov. 8, 1958	Dec. 31, 1958
Rod. Kerr, Q.C.	Chief	Jan. 1, 1959	Dec. 31, 1968
H. H. Griffin	Ass't C.	Jan. 19, 1959	Jan. 18, 1969
John M. Woodard	Commr.	May 20, 1959	May 19, 1969
W. R. Irwin	Commr.	Aug. 1, 1959	July 31, 1969
J. E. Dumontier	Deputy C.	May 26, 1960	May 25, 1970

LEGAL

Decisions of the Board

The Board's Judgments, Orders, Regulations and Rulings were, until December 31, 1960, published fortnightly by the Queen's Printer. The 1960 decisions are reported in Volumes 49 and 50 J.O.R. & R., and many of the decisions are also reported in Volumes 78 and 79 of the Canadian Railway and Transport Cases.

The practice of issuing J.O.R. & R. on a semi-monthly basis will be discontinued as of January 1, 1961, and thereafter Judgments and General Orders will be printed as issued. Each Judgment or General Order will be printed as a separate entity and pages will be consecutively numbered in the order of issuance.

Notes on a selected number of decisions given in 1960 are set forth hereinafter:

Application of James T. Girvan & Associates for a Ruling with respect to the Application of the Provisions of Item 1520 of Canadian Freight Association Tariff No. 5-J, CTC (F) 1515. (Unreported)

The Board was requested to make a Ruling as to the provisions of Item 1520 of Canadian Freight Association Tariff No. 5-J; CTC (F) 1515, to "Cereals, Baby Food, dry, cooked, ready for human consumption without further cooking, in inner containers in boxes".

Reviewing the tariff provisions, the Board found that the description "Cereal, including strained or homogenized Cereal, canned" is not included in the definition of this tariff.

The Board therefore ruled that the provisions of the tariff in effect from June 21, 1954, to September 23, 1959, inclusive, had application to "Cereals, Baby Food, dry, cooked, ready for human consumption without further cooking, in inner containers in boxes" only insofar as Item 1520 accorded such Cereals carload mixing arrangements during the period June 21, 1954, to May 15, 1955, both dates inclusive.

Application of the Canadian National Railways for Authorization to Abandon Operation of its Branch Line between Hallboro and Beulah, Manitoba.

This was an application by Canadian National Railways to abandon the operation of its Rapid City Subdivision in the Province of Manitoba between Hallboro and Beulah, a distance of 74.4 miles.

The Board found that the annual expenses, after revenue had been deducted, resulted in a net loss to the railways of $42,000. and that there would be also a net salvage recovery of $426,000.

The Board also found that loss to the public (public being only the actual and prospective users who would be deprived of the services of the railway used by them) would be $64,000. annual increase in cost of grain haulage together with loss in value of elevator properties of $475,000. Should leave to abandon the branch line be granted, the inconvenience to the said public would result from the impact of such losses together with the lesser loss and inconvenience to the grain farmers through losing services now supplied to them by elevators reasonably close to their farms.

The Board held that the Canadian National Railways had not discharged the onus upon it of showing that the burden of continued operation outweighed the loss and inconvenience that the members of the public who use the railway services would suffer.

In a concurring judgment, the other members of the Board said that they had considered all matters of convenience and necessity that might affect the general public in case of abandonment, rather than only those affecting the users or potential users of the branch line.

The application was dismissed.

Application of the British Columbia Telephone Company for an Order Approving the Issuance and Sale of not more than 120,000 Preferred Shares of its Capital Stock at a Par Value of $100 each. 49 J.O.R. & R. 711.

The Board, having been satisfied by the Applicant that the proposed issue was required to finance the capital needs of the company, authorized the issue of 120,000 preferred shares at a minimum selling price of $100 each, with a maximum annual dividend of six and one-quarter per cent, by Order 100887, dated February 15, 1960.

Application of Restigouche Log Driving and Boom Company for Authority to Take, Without the Consent of the Owner, Certain Lands and Premises. 50 J.O.R. & R. 167.

Under its incorporating statute, the Applicant has the power to acquire by expropriation, property for the exercise of the company's own business, upon paying to the owners of such property the value thereof. The provisions of the Railway Act respecting the taking of lands without the consent of the owner are made applicable to the company by its Act of Incorporation. The company applied to the Board for authority under section 203 and other relevant sections of the Railway Act to take, without the consent of the owner, certain lands and premises described in the application. The Company satisfied the Board that all the requirements of the Railway Act and of its Act of Incorporation had been complied with. No one appeared to oppose the application.

The Board found that the lands were necessary for the company's purposes, and granted the application.

Application of the Canadian Passenger Association on Behalf of Twelve Railway Companies, under Sections 328, 339 and other Relevant Sections of the Railway Act, for Approval of Standard Mileage Maximum Passenger Fares.

The Board here was asked by the Applicant to approve tariffs filed by it on behalf of twelve of its member companies, which tariffs provided a maximum standard passenger fare of five (5) cents per mile, and the minimum one-way adult fare of twenty-five (25) cents, between all stations in Canada on the railways concerned.

Order No. 101623, dated June 29, 1960, which approved these tariffs also contained the proviso that the maximum fares were subject to complaint and investigation as provided in the Railway Act.

Application of the Canadian National Railways for Authorization to Abandon Operation of its Branch Line Between Deloraine and Greenway, Manitoba.

The C.N.R. applied to the Board under section 168 of the Railway Act for leave to abandon operation of its branch line between Deloraine and Greenway, Manitoba.

The Board found that the total annual expenses after revenue had been deducted resulted in a net loss to the railway of $104,000, together with a net salvage recovery of $385,000.

It also found that additional grain haulage would cost the local farmers $41,000 annually, extra road maintenance would cost $15,000 annually, elevator companies' loss would be $430,000, and business investment loss would be $80,000.

In its conclusion, the judgment said that in weighing the burden of continued operation and maintenance of the line on the railway against all the factors direct and indirect, defined and conjectural, which make up the loss and inconvenience to the public that abandonment would cause, the railway must be given some measure of relief. The Board consequently granted the application in part, authorizing abandonment of that portion of the line west of the Town of Neelin, leaving some 17.8 miles of line still in use serving the elevators at Neelin and Glenora on which portion one-third of all grain marketed on the branch came from the elevators in those two towns, with the result that a substantial number of the grain farmers would be unaffected by the abandonment. The judgment provides, however, that the abandonment of the remaining portion of the line was not to take place before the first day of August, 1961, on not less than ninety days' prior notice.

Application by the Canadian National Railways for Leave to Discontinue Passenger Service between Montreal and St. Eustache, P.Q., and Hawkesbury, Ontario. 49 J.O.R. & R. 678 and 50 J.O.R. & R. 93.

The C.N.R. applied for an Order authorizing the discontinuance of its passenger service between Montreal and St. Eustache, P.Q. and Hawkesbury, Ontario.

The Board found that although the C.N.R. had proved a net annual loss of $5,000 and would gain an annual net betterment of $42,000. if the application were granted, as the proposed alternative bus service would not satisfy the needs of the people in the area, the public would suffer considerable inconvenience. The Board held that the loss and inconvenience to the public that would be created by abandonment outweighed the burden that continued operation would place on the railway. The application was dismissed.

On March 2, 1960, the railway company applied under section 52 of the Railway Act for a review and rescission of this Judgment. Reviewing its practice in matters of this kind, the Board, after quoting excerpts from previous Judgments wherein such practice is laid down, stated:

"On this occasion the Board has reviewed its former practice in applications under Section 52 and has determined that where an application has been heard by a quorum of the Board in open court in the presence of interested parties and counsel representing such parties and after due notice and opportunity to present all relevant evidence and submissions, the Board will not review and rescind a unanimous judgment given by the quorum unless it appears to the Board by reason of an application for review and rescission or otherwise that there are new facts or changes in conditions sufficient to alter the Judgment or that some important principle is at stake or that there is an error in law or some error in judgment so substantial as to warrant rescission of the Judgment. The finality of the Judgment given in such circumstances is to be upheld, as a rule, except for the reasons mentioned."

"In the present instance no new facts or changes in conditions are alleged and no error in law has been shown. The quorum that heard the original application and gave the Judgment weighed the burden to the railway of continuing the service concerned and the loss and inconvenience to the public that would result from discontinuance of the service and took all the facts and circumstances into consideration. The weight to be given to the various facts and circumstances is a matter of judgment and it does not appear to the entire Board, upon consideration of the application for review and rescission, that upon the principles set out above there should be a rescission of the Judgment rendered. The application to review and rescind the Judgment is accordingly dismissed."

Application of the City of Ottawa for an Order under Section 290 of the Railway Act, Limiting Train Speed to Forty-five Miles Per Hour Within the City of Ottawa. 50 J.O.R. & R. 243.

The City of Ottawa applied to the Board for an Order limiting the speed of trains to 45 mph over crossings whether protected or not, and also between crossings in Ottawa. The railway companies had voluntarily restricted the speed of their trains over unprotected crossings to 45 mph.

It was submitted that Ottawa deserves special consideration in respect of train speed because it is the capital of Canada. The Board held that Ottawa, because it is the capital, is no more entitled to special treatment in regard to train speed than that accorded other cities of comparable or larger size.

The Board stated:

"We have reviewed all the reported crossing accidents that occurred in Ottawa in the period January 1, 1958, to June 30, 1960. There were 22 accidents. All except 3 were at unprotected crossings, that is, crossings without other protection than standard railway crossing sign boards. The 3 exceptions were: 1 accident where there were gates and where the train speed was about 2 mph; 1 accident where there was a bell and wigwag and a train speed of about 8 mph; and 1 accident where there were bells and flashing lights and a train speed of about 10 mph. The speed of the trains ranged from about 2 mph to about 50 mph. The speed was not over about 35 mph in 16 of the accidents, about 40 mph in 2, about 45 mph in 2 and about 50 mph in the remaining 2 accidents."

The Board held that from this evidence, it did not appear that train speeds in excess of 45 mph at protected crossings is unduly high or the real cause of accidents. In no accident reviewed was it shown that the speed of the train was the real cause of the accident, nor was the Board satisfied that reducing the speed to 45 mph would affect the seriousness of accidents. The effectiveness of signals in protecting crossings varied with the skill and care used by individual motorists. Enginemen are usually unaware of the imminence of an accident until the last few seconds and even at speeds less than 45 mph could not prevent the collision.

The disadvantage of a 45 mph restriction at protected crossings in Ottawa are many. The railways may impose them voluntarily, but the Board saw no good reasons why the railway should be compelled to make such restrictions generally. In 1959, of 546 accidents reported to the Board, 451 were with trains travelling slower than 45 mph.

It was also pointed out that collisions between trains and motor vehicles constitute about one per cent of all reported motor vehicle accidents.

Application by the City of Kitchener, Ontario, for a Grant from the Railway Grade Crossing Fund Towards the Cost of Reconstruction of an Overhead Railway Bridge at the Crossing of Wellington Street and the Canadian National Railways in Kitchener. 49 J.O.R. & R. 656.

The City of Kitchener contended that the overhead railway bridge was built without any authority from the Railway Committee of the Privy Council, the then governing body for railway construction, even though the Railway Committee had issued an Order in Council authorizing a crossing at this point. The structure was rebuilt in 1928 and the road clearance had apparently decreased as the road was repaved.

The Board found that the bridge was built without authority of the Railway Committee and found further that the Railway Committee was precluded by Statute from approving less than minimum standard clearances.

However, the Board decided that both of these facts were immaterial to this application since whether the bridge had been built with authority or not, it had been found satisfactory to both the City and the railway until recently, and the Board therefore found that reconstruction was necessary for the protection, safety and convenience of the public. The Board thereupon authorized the construction and a grant of $55,000.00 or fifty per cent of the cost of such reconstruction, whichever was the lesser, out of The Railway Grade Crossing Fund.

Application by the Canadian National Railways for Authority to Discontinue Commuter Passenger Service Between Dorval and Montreal. 50 J.O.R. & R. 11.

As a result of an application to the Board, and pursuant to a suggestion made by the Board at the time, the Canadian National Railways and the City of Lachine entered into an agreement in 1955 to defer final disposition of this application for an indefinite trial period. In 1959, the railway re-opened the matter since it alleged that the burden of continuing operations greatly outweighed any prospective loss and inconvenience to the public.

The Board, in its judgment, pointed out that the public interest is its foremost consideration, and that it takes all factors into consideration, such as alternative transport facilities, before authorizing abandonment of a passenger service or of a line.

The Board held that the rule in commuter cases is that a railway is entitled to charge commutation rates at a level that will return at least the railways' reasonable and actual out-of-pocket cost of furnishing the commutation service concerned, and that the railway should not be required by the board to provide or continue to provide commutation services that will not meet that cost.

The Board found that this commutation service had been given a fair trial and that the Canadian National Railways were incurring heavy losses in its operation. It also held that the inconvenience to the commuters, upon abandonment, would not be so great, when viewed in the light of public interest, as to justify refusal of the application.

Re General Freight Rates Investigation of Freight Rates on Various Commodities Contained in 76 Mileage Scales, Applicable in Part in Eastern Canada and in Part in Western Canada. 50 J.O.R. & R. 39.

As an outcome of the Board's equalization judgment of September 18, 1957, the railways requested further time to consider the 76 mileage scales concerned, so that the Board could have the benefit of their submissions in considering the establishment of uniform scales of mileage commodity rates in accordance with the provisions of sub-section (2)(b) of section 336 of the Railway Act.

The Board ruled that there is no inherent difference between a mileage commodity rate and a specific commodity rate for the same distance on the same article. For equalization purposes such rates are not in two different categories merely because "mileage commodity rate" is referred to in 336 (2)(b), and "specific commodity rates" are included in "other rates" in 336 (2)(c). Both rates can be applied to freight traffic of the same description and therefore must be equalized under the provisions of section 336 (1), if it is reasonably possible to do so.

The Board permitted the cancellation of some obsolete scales, and on some articles required the Eastern scale to be extended to Western Canada, or vice versa. In other cases, where equalization would have resulted in increases, in view of the provisions of the Freight Rates Reduction Act, 1959, the Board felt that it could not order an equalization of rates at this time and therefore no Order was issued.

Application by Upper Lakes Shipping Limited for a Licence under Part II of the Transport Act, to Transport Goods, Other than Goods in Bulk, by Water on the Great Lakes. 49 J.O.R. & R. 721.

The Applicant applied for licences for eleven of its vessels to carry skelp for Dominion Foundry and Steel Limited (Dofasco) on the Great Lakes. As skelp is not included within the definition of bulk goods set out in the Transport Act, ships carrying it on the Great Lakes require to be licensed by the Board.

The Applicant submitted that this proposed service was required by public convenience and necessity, that its rate structure would be exceedingly low, and that its service would be offered to Dofasco exclusively. On the last point, the Board found that there is no obligation under the Transport Act for any water carrier to carry all freight that may be offered, and that other ship companies (such as Yankcanuck Steamship Company) had been licensed by the Board to carry only certain specified articles, and not all classes of goods as specified in the Canadian Freight Classification.

As to rates, the Board held that these must be just, reasonable and non-discriminatory in all respects, neither too high nor too low, and available to all shippers. The Board found that not only were the proposed rates too low, but also that they would not be available to shippers other than Dofasco.

As to public convenience and necessity, the Board found that the proposed service would contravene, inter alia, section 5 of the Transport Act, in that it would be competitive rather than complementary with existing services. The service and rate structure proposed by the Applicant would tend to disrupt the existing rate structure and services to the detriment of the public interest.

In respect of five of the vessels, the Board was required to adjudicate upon the interpretation of the so-called "Grandfather rights clause", the unconsolidated but unrepealed subsection (2) of section 5 of the Transport Act. The Board found that ships were entitled to a licence to carry non-bulk goods, without determining the question as to public convenience and necessity, if such ships qualified under this clause. To qualify, it would have to be established first that the Applicant Company was bona fide engaged in the transport business at any time during the twelve months next preceding the coming into force of the

Transport Act. Second, that the ship for which a licence was being sought was used to transport non-bulk goods at any time during the ten year period next preceding the coming into force of the Transport Act. Third, that the Applicant Company was using ships for the business of transport at any time during the twelve month period next preceding the coming into force of the Transport Act.

The Board found that "the only public convenience and necessity that in our opinion has been established for the transport service proposed by the Applicant is the public convenience and necessity that was established in 1939 by the required proof under subsection 2 of section 5 of The Transport Act, 1938".

The Board ruled that it was prepared to issue a licence in respect of such five ships, upon receipt of an application therefor by the applicant, but the issuance thereof will of course carry with it the obligation to comply with all relevant provisions of the Transport Act with respect to such matters as tariffs of tolls, equality of application of tolls, and the affording to all persons and companies all reasonable and proper facilities for the receiving, forwarding and delivery of all traffic covered by the licence that may be offered for carriage.

Application of Quebec North Shore and Labrador Railway Company for Approval of Depreciation Rates as Filed with the Board, Pursuant to Section 387(4) of the Railway Act. 50 J.O.R. & R. 255.

The Railway Act places on the Board of Transport Commissioners certain duties and responsibilities in connection with the depreciation practices of railway companies under its jurisdiction. Section 387(4) states that "The Board shall prescribe the classes of property for which depreciation charges may properly be included under operating expenses in the accounts, and the rate or rates of depreciation that shall be charged with respect to each of the classes of property". Company depreciation policy varies considerably as between different railway companies and complete uniformity in this respect does not appear to be feasible. It is the practice of the Board to request the companies to file schedules showing the depreciation rates which they propose using in respect of each class of asset, and these are examined and the overall effect assessed. Provided the proposed method of accruing depreciation and the individual rates to be applied do not appear unreasonable in the circumstances, the rates are approved.

The Quebec North Shore and Labrador Railway Company filed with the Board a schedule of depreciation rates for the year 1958, indicating in respect of virtually all classes of assets that it intended to use a six per cent rate applied on a diminishing balance basis. The Company was authorized to charge depreciation for that year in accordance with the schedule filed with the Board. The rates contained in the schedule had not been used and certain adjustments had been made retroactively in respect of depreciation charged in prior years. With the permission of the Board the Company filed a revised depreciation schedule and this showed that the "user" method of accruing depreciation was being followed and the schedule listed the estimated service lives of the various classes of assets which had been utilized in the computation of the depreciation charges. The service lives estimated by the Company were so markedly varied from those estimated by other railway companies that the Board suggested that the company be given an opportunity to present at a public hearing such evidence as might be available in justification of these service lives. In no case did the estimated service life exceed thirty years, and apparently adoption of this limit was related to a management decision that the project would be economically feasible if 300,000,000 tons of iron ore were available in the Schefferville area and could be transported to Sept Iles at an average rate of 10,000,000 tons per annum. The Board rejected the company's contention that the railway should be considered as having an economic life of only thirty years, and that the estimated service lives of railway assets should accordingly be subject to a ceiling of that period. The Board stated its opinion to the effect that with the exception of "Grading",

"Tunnels", and "Track Laying and Surfacing" the various assets should be considered as closely related to their respective physical lives.

With respect to "Grading" and "Tunnels" the Board reached the conclusion that seventy-five years would be the minimum period that should be allowed to the Company as the basis for writing off these items. The same period was allowed for "Track Laying and Surfacing".

In conclusion the Board prescribed the service lives shown in the Appendix to its Judgment for use by the Company for accounting services in respect of the year 1960. The Company was authorized to use these service lives in computing depreciation charges on a straight-line basis or, if it so desires, it may accrue depreciation under the user method assuming 11,500,000 tons of iron ore as the number of tons that would be transported by the railway in a normal year.

Application of Canadian National Railways for Authority to Discontinue Operation of their Passenger Trains Nos. 627 and 628 Between Newcastle and Fredericton, in the Province of New Brunswick, a Distance of 114.4 Miles.

This concerns an application of Canadian National Railways for authority to discontinue the only passenger service provided on its line between Newcastle and Fredericton, N.B. The service is provided by trains Nos. 627 and 628, which operate daily except Sunday.

The service is by a type of self-propelled car variously known as a Budd car, railiner and rail diesel car. It is a modern air-conditioned car with accommodation for 48 passengers and compartments for express and mail. The railiner was put in service in 1954 and was the first of its kind in passenger service on Canadian National lines in Canada.

The railiner improved the running time between Newcastle and Fredericton to some extent, but in answer to inquiries whether the running time can be further reduced the railway witnesses stated that there is very heavy curvature on the line, that there are numerous stops and flag stops, that the line is a light traffic branch line and that the schedule is made to meet conditions and cannot be appreciably improved without heavy expenditures to improve the line itself.

The S.M.T. buses operate over Highway No. 8 and the superintendent of the bus line stated that they operate on a year-round schedule and at all times have handled the traffic offering. Bus fares generally are lower than the railway fares.

Canadian National provided figures and revenue passenger carryings on the Newcastle-Fredericton line for the years 1950 to 1959 inclusive.

The company's out-of-pocket cost of operating the service in 1959 was shown to be approximately $129,300. On the other hand, earnings from the service in 1959 were $42,900. The annual net betterment for the company was shown to be $93,800.

In 1951, the Turgeon Royal Commission on Transportation recommended that the railways be allowed to practise economies in cases where operations are shown to have become substantially unnecessary or to be definitely unprofitable, especially when it is shown that reasonable service can be assured by other agencies.

The more recent Royal Commission on Canada's Economic Prospects suggested that this Board should vigorously follow up the suggestion of the Turgeon Commission to permit more abandonment of unremunerative services.

The Railway Act does not lay down any policy or principle that the Board should or must follow in determining applications of this kind. The policy of the Board, uniformly applied throughout Canada, is to assess whatever need the public may have for train services and decide whether loss and inconvenience to the public consequent upon discontinuance of train service is outweighed by the

burden that continued operation of the service would impose upon the railway to such an extent as to justify discontinuance of the service.

It has been established beyond doubt that the present train service is poorly patronized and is being operated at a substantial annual loss to Canadian National, and that discontinuance of the service will result in a substantial annual financial betterment to the railway.

The application was granted.

In the Matter of the Reduction by the Canadian National Railways of Their Passenger Train Service Between Montreal and Lac Remi, in the Province of Quebec. 50 J.O.R. & R. 296.

The Canadian National Railways gave notice to the effect that train service between Montreal and Lac Remi would be reduced effective with the change in timetable Sunday, April 24, 1960. The Board received strong protests from all municipalities located north of Morin Heights and also from interested parties residing along the railway line between Morin Heights and Lac Remi.

An investigation was made which disclosed that the Provincial Transport Company operated a toll bus service between Montreal and Lac Remi between June 22 and October 10. It was therefore considered that because of the bus service people living in this area would not be too adversely affected by the reduction in train service between the period June 22-October 10, 1960, and the railway was authorized to effect the reduction. A mixed train was put into service which, although quite adequate for the summer months, was found to be inadequate for the winter months. It was also found that the schedule of the trains was not satisfactory. The Board therefore suggested to the C.N.R. that it re-arrange its passenger train schedule on or before October 29, 1960, for the period during which no bus service is provided north or Morin Heights so as to have a passenger train during the week which will permit travel from Lac Remi and intermediate points to Montreal and return on the same day. The Judgment went on to say that should the railway not agree to this suggestion the Board will consider issuing an Order reinstating the train service as it existed prior to June 22nd during the period October to June.

Re: Freight Rates on Rapeseed. 50 J.O.R. & R. 137.

On an application made by Bogoch Seed Company Limited a majority decision of the Board found that the word "grain" as used in the Crow's Nest Pass Act and Agreement and in section 328(6) of the Railway Act does not include rapeseed. Reasons for such finding are set forth in the majority decision.

An appeal by Bogoch Seed Company Limited against the decision has been taken to the Supreme Court of Canada.

Re: Maritime Freight Rates Act. 50 J.O.R. & R. 316.

The Board received complaints that imported goods were being cleared from customs on arrival at Halifax and Saint John and accepted there by the railways and carried by them as domestic traffic to destinations in Canada at the rates provided under the Maritime Freight Rates Act for "preferred movements". The Act excludes from preferred movements "import traffic to Canada originating at points overseas; for example, Liverpool to Moncton or to Toronto." The Board held a conference with interested parties and subsequently a formal hearing and gave rulings on whether certain specified movements come within the meaning of "preferred movements" under the Maritime Freight Rates Act. The Board stated that the essential character of any movement of imported goods from a seaport does not depend solely on whether the goods are cleared from customs and whether the rail carriage is under a through or local bill-of-lading. The point of origin, the point of destination and the disposition of the goods at the port

are also factors that should be taken into account. Clearance from customs and the lack of indication in the rail bill-of-lading that the rail movement from the port may be import traffic are in themselves not sufficient to justify the railways treating the movement as domestic traffic and a preferred movement. Maritime Freight Rates Act rates are not lawful rates for import traffic excluded as above mentioned. The railways are obliged to carry traffic at lawful rates and must take whatever precautions are necessary and within their ability to ensure that lawful rates are applied.

ECONOMICS AND ACCOUNTING

1959 Waybill Analysis

The Board's Waybill Analysis of Carload All-Rail Traffic for 1959 was completed in September 1960. This marks the tenth study of Canadian railway Freight traffic undertaken by the Board of Transport Commissioners. Previous reports have been published for 1949 and from 1951 to 1958 inclusive. Copies (except early issues) are available from the Queen's Printer, Ottawa, at 50 cents per copy. Remittances should be made payable to the Receiver General of Canada.

The 1959 sample consisted of 18,449 carloads of all-rail traffic between Canadian stations. The basis of the sample is the "continuous" method under which the railways forward photostated copies of line-haul carload waybills of local and inter-line Canadian shipments, terminating at their stations in Canada. A random sample of approximately one per cent is secured by photostating waybills bearing serial number "1" and serial numbers ending in "01" except waybills involving less-than-carload, O.C.S., switching traffic and traffic originating at rail points outside of Canada or destined to rail points outside of Canada.

The format of the analysis consists of six tables showing the number of carloads, revenue, weight, ton miles, car miles, average haul and average revenue per ton mile and per car mile classified by (*a*) type of rate according to region of origin and termination, and (*b*) commodity according to region of origin and termination. The Maritime region consists of the Maritime provinces and that portion of the province of Quebec lying east of Levis and Diamond, Quebec; the Eastern region extends westward to Port Arthur and Armstrong; and the Western region includes the balance of Canada, except Yukon.

A percentage distribution of traffic by type of rate is shown in Tables I, II and average revenue per ton mile in III of Appendix "A" to this report for the years 1953 to 1959. Table I, ton miles, may be considered as representing relative trends in physical volume. A small decline is shown in the relative volume of non-competitive type traffic in 1959 vis-a-vis 1958. Agreed charge traffic percent of ton miles increased from 8.7% in 1958 to 12.2% in 1959, continuing the long term increase from 1949 when it was then less than one percent of the sample. Table II, revenues, shows a different pattern because of changes in traffic composition, length of haul, and the comparative level of rates. Some decline in the percentage of revenue from Class and non-competitive rates is evident while competitive and agreed charge traffic increased as percentages of total revenue.

Average revenues per ton mile which are shown in Table III are subject to the same qualifying factors as the revenue ratios in Table II. Reflecting in part the 17 percent increase in freight rates of December 1, 1958, class rates average revenue per ton mile increased by 13.3 percent and the non-competitive average increased by 9.6 percent. Except for some cars which move at Agreed Charges, piggyback rates are competitive. The increase in competitive average revenue per ton mile was due in part to the increase of piggyback traffic. Total average revenue per ton mile in 1959 increased by 15.5 percent over the 1958 average.

Except for Agreed Charges and statutory rates, the general effect of the 17 percent increase in Freight rates December 1, 1958, was to increase the return per ton mile as noted above, but due to a decline in volume the total railway Freight revenues did not increase proportionally. This is further discussed in the paragraph on railway operations.

From the 1959 Waybill Analysis the following table has been developed to show carloads by the types of rates under which the main commodity groups were carried:

MAIN COMMODITY GROUPS BY TYPE OF RATE 1959 WAYBILL ANALYSIS
CARLOADS

Type of Rate	Agr. Prod.	Animal Prod.	Mine Prod.	Forest Prod.	Mfrs. and Miscl.	Total
Class	25	169	15	12	567	788
Commodity						
Non-Competitive	521	85	3,800	1,142	1,427	6,975
Statutory	1,979	.....	.....	.....	1	1,980
Competitive	332	207	1,345	515	2,616	5,015
Agreed Charge	260	6	186	158	2,634	3,244
Multiple	102	1	.....	.....	3	106
Mixed	25	58	2	10	246	341
Total	3,244	526	5,348	1,837	7,494	18,449

Measured in carloads, class rates are an important item in Animal Products constituting 32 percent; but only 7.5 percent of Manufactured goods. Non-competitive and competitive rates comprise a substantial percentage of sample carloads in all groups. Statutory rates apply to Agricultural products, except for some feed classed under Manufactured Products. Agreed Charges constitute 35 percent of Manufactures and Miscellaneous replacing class rates which, at one time, were more important in this group.

One of the notable transportation developments during the past years has been the widespread application of the "piggyback" method of rail-highway integration. From D.B.S. carloading reports it may be noted that "piggyback" traffic increased from 77,109 loads in 1958 to 133,929 in 1959, practically doubling in volume. A wide range of commodities are transported in this way but the principal volume is in the manufactured goods category. In Canada at the present time this traffic moves in two main categories: (*a*) in railway owned trailers, and (*b*) in trailers owned by trucking companies or private shippers. Empty trailers are also piggybacked, but the proportion of empty trailers is low (only seven percent) indicating a high degree of utilization of equipment. A breakdown of the total "piggyback" sample in the 1959 Waybill Analysis follows:

	Total analysis	Piggyback Totals	Piggyback as a Percent of total
Cars	18,449	1,047	5.7
Revenue $	5,345,046	498,602	9.3
Weight (Tons)	757,029	17,667	2.3
Ton Miles	298,178,936	7,805,165	2.6
Average Revenue per Ton Mile cents	1.79	6.39	.....
Average Haul (Miles)	394	442	.....
Car Miles	8,472,808	467,308	5.5
Average Revenue per Car Mile $	.63	1.07	.....

Processing of the 1960 Waybill Analysis is partly completed. Publication is expected in August or September, 1961.

Uniform Accounting

During 1960 the Board's Examiners conducted examinations in the three Regional offices of Canadian National Railways at Toronto, Moncton and Winnipeg and in the four Regional offices of Canadian Pacific Railway Company at Toronto, Montreal, Winnipeg and Vancouver. They made comprehensive tests of the railway disbursement accounting in relation to the provisions of the Uniform Classification of Accounts for Common Carriers by Railway, as prescribed by the Board. The Examiners also made tests of the accounting records at the Head Offices of the two railways in Montreal in connection with incorporation of the regional disbursements into the system records, the Head Office railway disbursements, the accounting for rail freight and passenger revenues and maintenance of the rail property records.

The Railway Transport Annual Reports received from the Class I railways and thirty-four other than Class I carriers were reviewed by members of the staff, and discrepancies were brought to the attention of the carriers concerned. An Examiner visited the offices of the Quebec North Shore and Labrador Railway at Seven Islands, P.Q., and made an examination of the records of that company with particular reference to the service lives of its depreciable properties.

Revisions to the Uniform Classification of Accounts for Common Carriers by Railway, the necessity for which became evident from the findings of the Examiners, were carried out in co-operation with the Railway Association of Canada and its member lines. Board Orders Nos. 102448, 102449 and 102450 were issued on September 23, 1960 amending the Classification in accordance with these revisions with effect from January 1, 1961.

A revised (1960) issue of the Classification of Accounts for Commercial Water Carriers (Mackenzie River Area) and revised Annual Reporting Forms were prescribed by Board Order No. 103292 dated December 16, 1960, effective January 1, 1961.

Freight Rates Reduction Act

The claims of companies under this Act are submitted monthly and verified by the Board prior to payment being recommended. Fifteen companies which were parties to the application resulting in an authorized general increase in freight rates effective December, 1958, were, by Board Orders, required to reduce their rates on so-called "normal traffic" and submit claims for the amount of the reduction in accordance with the form of claim specified by the Board. Claims in the amount of about $25 million have been processed for the period August 1, 1959 to November 30, 1960; all claims for December, 1960, have not been received, as of February 1, 1961. The claims averaged about 13 to 14 each month, with the two large Class I carriers accounting for more than 96% of the total expenditures:

	Claims for the Period August 1, 1959 to November 30, 1960
Canadian National	$14,208,439.25
Canadian Pacific	10,088,846.19
Other Companies	818,491.54
Total	$25,115,776.98

Operating Results—Companies under Jurisdiction of the Board

Tables IV to VIII in Appendix "A" show operating results since 1956 for companies under the Board's jurisdiction. Annual Reports for 1960 have not yet been filed; but for railway and telephone companies, which report monthly, a cumulation of ten months' data for 1960 has been compared with ten months for 1959.

(a) Railway Companies

Combined total rail operating revenues for the two Class I Canadian rail carriers increased 3.8 percent from 1958 to 1959. This reflected the 17 percent increase in freight rates effective December 1, 1958, and subsequent traffic changes (including decline in traffic). Freight revenue (not shown in Table IV) increased 4.3 percent. Freight traffic in ton miles declined 1.1 percent, although tons carried increased 4.2 percent. Average haul per ton in miles declined from 472 in 1958 to 448 in 1959. Passenger revenue dropped 4.6 percent reflecting a decline in passengers carried and in passenger miles. Total rail operating expenses increased by 2.3 percent as compared to the revenue increase of 3.8 percent. Net operating income after taxes was $43.7 million in 1959 vis-a-vis $25.9 million in 1958.

For the first ten months of 1960 the combined operations of Canadian National and Canadian Pacific show a marked recession from 1959 levels. Total rail operating revenues declined 5.2 percent. Operating expenses after taxes decreased 3 percent. Net rail income at October 31, 1960, was $23.2 million less than at October 31, 1959. Traffic volume was down 7 percent in ton miles and 13.6 percent in passenger miles.

During 1959 Class II carriers showed improved operating results over the year 1958. Net rail income increased from $7.8 to $16.6 million. Revenue freight ton miles increased 30 percent (due principally to the Quebec North Shore and Labrador Rly.). The ten months' trend of 1960 shows a slight decline in revenue, a 5 percent increase in expenses and a drop of $5.1 million net income from 1959. Revenue ton miles decreased 4 percent.

(b) Telephone Companies

Operational data for the Bell Telephone Co., the British Columbia Telephone Co., and the Bonaventure and Gaspe Telephone Co. are shown in Table VI. Operating revenues and operating expenses increased in 1959 over 1958 and continued expansion is evident in 1960. Telephones in operation in the ten months of 1960 increased nearly 8 percent over the same period of 1959.

(c) Mackenzie Waterways Companies

The traffic of these carriers in 1959 declined 3.4 percent from 1958 with the result that revenues dropped 6.4 percent. Operating expenses declined only 4.3 percent. Net 1959 operations resulted in a defficit of $48,957.

(d) International Bridge and Tunnel Companies

The number of motor vehicles crossing the international border increased by 1.2 percent in 1959 over 1958, while passengers and pedestrians dropped by 5.1 percent and 15.3 percent. Operating revenues and expenses in 1959 were higher than in 1958.

ENGINEERING

The Railway Grade Crossing Fund was established in 1909, and funds have been made available since that time for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways within the terms and conditions provided in the Railway Act.

Amount of Statutory Votes to the Grade Crossing Fund and Special Votes for protection at highway crossings:

1909 to December 31, 1960		$77,991,252.42
Amount paid	$40,772,409.86	
Outstanding commitments	34,095,462.30	
Total		74,867,872.16
Balance available		$ 3,123,380.26

Of the above total commitments of $74,867,872.16 from 1909 to December 31, 1960, approximately 61 per cent of this was committed in the last three years as follows:

Commitments in 1958	$11,231,310.72
" " 1959	17,395,617.55
" " 1960	16,834,683.96
Total	$45,461,612.23

At the present time, The Railway Act provides annually a sum of $5,000,000 to The Railway Grade Crossing Fund to aid actual construction work for the protection, safety and convenience of the public in respect of crossings. No grant may be made from The Railway Grade Crossing Fund for work done at a crossing, unless the crossing has been in existence for at least three years. In the fiscal years 1958-59, 1959-60 and 1960-61, an additional $10,000,000 was made available to the Fund each year.

Section 265 of The Railway Act was amended on September 6, 1958, and provided, for a period of three years from January 31, 1958, that 80 per cent of the cost of construction of protective works at a crossing may be paid from The Railway Crossing Fund, not exceeding the sum of $500,000 for any one project, and provided that 50 per cent of the cost of reconstruction and improvement of an existing grade separation may be paid, not exceeding the sum of $250,000 for any one project.

The amendment to The Railway Act also provided that payment may be made towards the cost of relocating the plants of Public Utilities to permit construction or reconstruction of grade separations, and also provided that payment be made towards the cost of placing reflectorized material on railway crossing signs and placing reflective markings on the sides of railway cars.

A further amendment to The Railway Act, dated July 7, 1960, extended the period of time mentioned above to six years from January 31, 1958.

The Board may authorize a contribution from The Railway Grade Crossing Fund of 80 per cent of the cost of installing automatic protection or improving conditions at a crossing, such as improvement of vision; generally, the Railway company will pay $7\frac{1}{2}$ per cent of the cost of such works and the highway authority will pay $12\frac{1}{2}$ per cent. No contribution may be made from The Railway Grade Crossing Fund towards the cost of operation and maintenance of automatic protection; these costs of operation and maintenance are generally shared equally between the Railway company and the highway authority.

The Board may authorize a contribution from The Railway Grade Crossing Fund of 80 per cent of the cost of construction of a highway diversion or of a new grade separation which will eliminate a level crossing, not to exceed a maximum of $500,000. In accordance with the Board's General Order No. 848, if the total cost of the project does not exceed $625,000, the Railway company pays 5 per cent of the cost of the project and the highway authority pays 15 per cent. The Board may also authorize a contribution from the Fund of 80 per cent of the cost of removal or relocation of the plant of Public Utilities which the Board may consider necessary to permit the construction of the grade separation or highway diversion.

The Board may authorize a contribution from The Railway Grade Crossing Fund of 50 per cent of the cost of reconstruction and improvement of an existing grade separation, not to exceed a maximum of $250,000; the balance of the cost of such reconstruction and improvement is borne by the Railway company and the highway authority. The Board may also authorize a contribution from the Fund to the extent of 50 per cent of the cost of removal or relocation of the plant of the Public Utilities which the Board may consider necessary to permit the reconstruction and improvement of an existing grade separation.

Grade Separations, Protection and Other Works at Highway Crossings

Statement Number 9 on page 59 of Appendix B shows that 298 new installations of automatic protection at highway crossings were authorized this year. Contributions were authorized from The Railway Grade Crossing Fund for 282 of these new installations. Contributions were also authorized from the Fund for improvement of 71 existing automatic protections; at 19 crossings short arm gates were added to improve the existing protection, and at 52 crossings flashing light signals and bell were installed in lieu of less adequate protection.

Contributions were authorized from the Fund for installation of reflectorized crossing signs at 1,991 crossings. Contributions were also authorized from the Fund for improvement of vision and improvement of grades at 32 crossings.

This same statement and Statement Number 4 on page 37 of Appendix B show that 73 new grade separations were constructed this year, and contributions were authorized from the Fund for construction of 39 of these since an existing level crossing would be eliminated. Authorization was given for the reconstruction and improvement of 16 existing grade separations and contributions were authorized from the Fund.

The Board approved the closing of 455 highway crossings this year, as compared with approval of the Board to open 198 new highway crossings.

Construction and Operation of New Railway Lines and New Terminal Facilities

The Board authorized the construction of six branch lines this year and also authorized the construction of 22.6 miles of new line of railway of the Arnaud Railway Company in the Province of Quebec from a point in the vicinity of mileage 8.3 on the Quebec North Shore & Labrador Railway in the Township of Letellier to the location of their proposed yards and dock facilities in the Township of Arnaud on the north shore of the St. Lawrence River west of Sept Iles in conjunction with the proposed rail service into the iron ore development in the vicinity of Wabush Lake in Western Labrador. The Board also authorized the Canadian National Railways to open for traffic 51.4 miles of their Chisel Lake Subdivision between Optic Lake and Chisel Lake to serve this mining area in Northern Manitoba.

In recent years the Canadian National Railways and the Canadian Pacific Railway Company have inaugurated a programme of construction and enlargement of yard facilities at their important terminals to facilitate more efficient operation of these terminals.

This year the Board approved the relocation of 2.77 miles of the main line of the Canadian Pacific Railway Company's Saint John Subdivision and approved the construction of a grade separation to permit the Canadian Pacific Railway Company to reconstruct and enlarge their terminal at Lancaster, west of Saint John, in the Province of New Brunswick. The Board authorized relocation of the main lines of the Oshawa and Peterboro Subdivisions of the Canadian Pacific Railway Company and authorized the construction of a grade separation to permit the continuation of construction of a multi-million dollar hump yard at Agincourt, in the Township of Scarborough, east of Toronto.

The Board also authorized certain works to permit the Canadian National Railways to undertake construction of approximately 38 miles of new track and improvement of 39 miles of existing track in conjunction with the construction of a multi-million dollar hump yard in Vaughan Township, north of Toronto. The Board authorized the construction of a track diversion and the construction of grade separations in the vicinity of St. Boniface to permit the construction of the Canadian National Railways' multi-million dollar Symington hump yard south of Winnipeg.

The Canadian National Railways began the full operation of their multi-million dollar Ballantyne hump yard west of Montreal.

Interlocking Plants, and Changes to Plants and Signals

The Board approved changes to a number of interlocking plants and signals on various railroads in Canada.

Approval was also given for the installation of C.T.C. signalling on three subdivisions of the Canadian National Railways and part of two subdivisions of the Canadian Pacific Railway Company.

Approval was also given to operate C.T.C. signalling on three subdivisions of the Canadian National Railways and part of two subdivisions of the Canadian Pacific Railway Company, for installations which have been completed this year but which had been approved in previous years.

General

The Engineering Department has dealt with a number of applications concerning the construction and operation of private and industrial sidings, and railway bridges and other structures, as well as dealing with applications for various types of crossings and drainage complaints, and applications for exemption from, or complaints with respect to, fencing of right-of-ways.

Statistical information with respect to the various engineering projects approved by the Board during the year 1960 appears in Appendix B, pages 36 to 59.

OPERATING

The Operating Branch is concerned with the administration of the Board's regulations dealing with such matters as: safety of the travelling public and of railway employees; the adequacy of rail services available to the public; the investigation of accidents; the inspection of railway rolling stock and other ancillary equipment; the safe transportation of explosives and other dangerous commodities by rail; the approval of bulk storage facilities for flammable liquids, liquefied petroleum gases and anhydrous ammonia and the inspection of such facilities; fire prevention on or adjacent to the railway right-of-way.

The diversified nature of these duties requires a division of the Department's work into four specialized sections, i.e., Operating, Mechanical, Dangerous Commodities and Fire Prevention. Technical officers with many years of practical training in the related fields are recruited from outside industry and other sources

to administer these regulations and to give the Board technical advice on matters associated with their particular experience.

Following is a report of each of the four sections of the Operating Department:

Part I—Operating Section

Train Services:

Canadian railways, in common with all railways on the American continent, continue to watch their operations closely with a view to adjusting services to meet the public need in face of declining traffic, brought about by strong competitive forces provided by other forms of transportation.

Evidence of this policy is reflected in the increasing number of applications reaching the Board from the railways seeking authority to curtail services which, in their opinion, are costly, uneconomic, poorly patronized, and not needed by the public.

During the year 36 applications from railways involving the complete discontinuance of passenger or mixed train services were investigated and reports and recommendations submitted to the Board. Following major reductions in some train services, complaints were filed with the Board. These complaints were investigated by departmental officers, and similar complaints as to the adequacy of train service were also investigated, in order to facilitate the Board's final consideration of these complaints.

Station Services:

During the year there were 245 applications from the railways to remove regular station agents and replace them with caretakers, or to remove caretakers.

There were also 284 applications dealt with requesting authority to remove the station building at points where the railway company considered such a facility unnecessary.

Operating Rules:

By direction of the Board, an informal conference was held at Ottawa during the year with representatives of the Railway Association of Canada Rules Committee and the Railway Transportation Brotherhoods in attendance.

The main purpose of this conference was to examine the proposed revision of the Uniform Code of Operating Rules. These rules, which are designed to develop uniformity and safety in the operation of railways in Canada, are prescribed by Board Order. The proposed revision of the Rules requires careful scrutiny by officers of the Board with specialized training in this field. Such a review of the proposals is in progress. It is anticipated that the results of this work will be made known to the Board early in the new year.

Reflective Markings:

By direction of the Board, Canadian railways are continuing to place reflective markings on the sides of railway cars. A review of the reports filed by various railways indicates that approximately 7,300 additional cars were equipped with such markings during the year. Based on reports made to the Board since the inception of this programme, it is evident that over 11,000 cars are now in service equipped with reflective markings.

Accident Investigations:

During the year a total of 2,423 accidents were investigated. This total includes 473 accidents which occurred at public crossings. Following inspection of these crossings additional protection was recommended in 108 cases.

Although motor vehicle registrations rose from approximately 4,719,474 in 1958 to approximately 5,017,686 in 1959, it is significant to note that the number of accidents which occurred at public crossings decreased during the year 1960. The total number of crossing accidents reported to the Board in 1960 amounted to 473 as compared with 546 in 1959 with a corresponding decrease in the casualties.

For detailed statistical data re these accidents as well as the inspection activities of the Department's field inspection service please see Appendix "C", Statements 1 to 8.

Part 2—Mechanical Section

Inspection Service:

In the interests of safety, throughout the year the Board's District Inspectors (Mechanical) were actively engaged in the regular inspection of motive power equipment, freight and passenger cars, heating and power boilers, steam generators used in train heating service, pressure vessels of various types, and other railway mechanical equipment.

In carrying out the work referred to above, the Board's Inspectors examined a total of 8,544 locomotives of various types.

Inspectors also rode 617 locomotives for a total of 25,957 miles in order to check on the mechanical condition and performance of this equipment. 7,697 passenger cars, 77,110 freight cars, 872 stationary boilers and steam generators were inspected. 12,388 freight cars were inspected for correct tare weight. 29,088 freight cars and 1,719 passenger cars were inspected for improper brake piston travel. Frequent observations were made of train air brake testing procedures in effect at the larger railway freight yards and terminals.

Statements 9 to 12 of Appendix "C" show that during the year the Board's Inspectors reported a wide variety of defects and other potentially hazardous conditions found on many types of railway equipment. In this regard, the Board's records indicate that appropriate corrective action was taken by the railway companies concerned.

Tunnel Operation:

During the year one of the major railways, in co-operation with the Board, conducted extensive tests and observations in order to determine the maximum safe limit for exhaust fumes emitted by diesel electric locomotives operating through an unventilated tunnel. These tests were supervised by Dr. Maurice Katz, Consultant on Atmospheric Pollution, Department of National Health and Welfare, Ottawa. Mechanical officers of the Department were actively engaged in the observance of the tests, and later prepared comprehensive charts and technical data for the information of the Board.

Review of Regulations:

In view of the many changes and improvements in design, construction and methods of repair of motive power and car equipment that have been taking place in recent years and which are still in progress, it became evident that a number of the Board's General Orders should be reviewed.

In consequence, on September 1st this year, new regulations covering stationary boilers and steam generators became effective. These are contained in General Order 862 titled "Regulations for Heating and Power Boilers".

General Order 851, "Rules and Instructions for Inspection and Maintenance of Motive Power Units other than Steam" became effective on April 1st.

At the present time officers of the Mechanical Section are reviewing a number of General Orders with a view to their revision in order that they may be more applicable to new types of railway equipment and modern operating procedures.

Motive Power:

During the past decade the motive power situation on Canadian railways has changed very considerably due to extensive modernization programmes.

In this connection, it is interesting to note that in 1950 the Canadian National Railways had 2,473 steam locomotives and only 177 diesel electric locomotives. At that time the Canadian Pacific Railway had an inventory of 1,690 steam locomotives and 190 diesel electric locomotives.

By December 31, 1960 the Canadian National Railways had retired all their steam locomotives, having acquired a total inventory of 2,134 diesel electric locomotives. During the same period the Canadian Pacific Railway retired 1,326 of their steam locomotives and increased the inventory of diesel electric locomotives to 1,054.

Motive power trends over the past five years with respect to the two major Canadian railways are shown in the following tables:

MOTIVE POWER TRENDS—MAJOR RAILWAYS

Year	Steam Locomotives					
	Coal Fired		Oil Fired		Total	
	C.N.R.	C.P.R.	C.N.R.	C.P.R.	C.N.R.	C.P.R.
1956	1319	991	386	214	1705	1205
1957	1111	788	333	184	1444	972
1958	903	630	310	146	1213	776
1959	704	464	261	89	965	553
1960	Nil	304	Nil	60	Nil	364

Year	Diesel-Electric Locomotives					
	Road Locos.		Switchers		Total	
	C.N.R.	C.P.R.	C.N.R.	C.P.R.	C.N.R.	C.P.R.
1956	721	470	384	198	1105	668
1957	1003	583	430	239	1433	822
1958	1269	689	467	255	1736	944
1959	1504	740	517	269	2021	1009
1960	1618	780	516	274	2134	1054

Part 3—Dangerous Commodities Section

Regulations for the Transportation of Dangerous Commodities by Rail:

Two supplements, No. 2 and No. 3, were issued during 1960 to implement a number of revisions to the Board's Regulations for the "Transportation of Dangerous Commodities by Rail".

One of the most significant of these changes was the introduction of a new container specification which has been identified as B.T.C. 2U. This specification prescribes the requirements for an inner polyethylene container that has been approved for use with outer specification containers of fibreboard and wood for

the transportation of certain acids and other liquid dangerous commodities. This change is significant because the B.T.C. 2U container is of much lighter construction than previously approved plastic containers, such as B.T.C. 2S and 2T.

The use of plastics as fabricating materials for outer containers also became of interest in 1960. To date, the use of molded, polystyrene foam boxes as outer containers for bottles of acid is the most notable development in this field. Trial shipments are now being made under special permit.

During the year, valuable technical assistance in the evaluation of containers and the analysis of commodity samples was obtained from Forest Products Laboratory of the Department of Forestry; the Explosives Laboratory of the Department of Mines and Technical Surveys; the Division of Applied Physics of the National Research Council, and the Bureau of Explosives of the Association of American Railroads.

Representatives of the Dangerous Commodities Section attended a number of technical meetings during the year, including the annual Compressed Gas Association meeting in New York City and the regular meetings of the "Technical Committee on Dangerous Goods" in Ottawa. Visits were made to several container manufacturing plants as well as to other industries for the purpose of discussing regulations pertaining to the packaging and handling of dangerous commodities. In addition, representatives of several industries visited the Board's offices in Ottawa.

No accidents involving injury or loss of life, whose cause could be directly attributed to the improper packaging or transportation of a dangerous commodity, were reported in Canada in 1960. A number of incidents, a majority of which involved leaking tank cars, resulted in minor to moderate property damage. Complete statistics covering accidents involving dangerous commodities are contained in a separate report on the Board's files.

Special Permits:

40 special permits were issued in 1960 to prescribe the conditions of packaging and transportation for those special shipments of dangerous commodities which were not provided for by the current regulations and to authorize the trial use of experimental containers.

Board Circulars:

No provision is made in the existing dangerous commodity regulations for shipments of radioactive materials which exceed a total activity of 300 curies. Such shipments must be individually approved by the Board. Board Circular No. 286 was issued on July 25, 1960 to serve as a guide to applicants seeking Board approval of these special shipments of radioactive materials.

The procedure for obtaining Board approval of the design of a B.T.C. specification cylinder which will be used for the rail transportation of a dangerous commodity is prescribed in Board Circular No. 285. This circular which was issued on June 21, 1960 has been found to be of particular benefit to companies who are considering for the first time the possibility of manufacturing B.T.C. specification cylinders.

Bulk Storage Facilities:

358 applications were received in 1960 for the approval of dangerous commodity bulk storage facilities. As in previous years, the majority of the bulk storage installations approved in 1960 were for flammable liquids such as gasoline and stove oil.

Under General Order No. 841, which issued in April 1959, only that portion of Liquefied Petroleum Gas installations located on the railway right-of-way are

subject to the provisions of that Order. Because only three of the thirteen Liquefied Petroleum Gas installations approved in 1960 had storage tanks located on the right-of-way, the gallonage figures for that year are noticeably lower than in previous years.

Only one accident involving a Board approved bulk storage installation was reported in 1960. This accident, which occurred at a propane installation in the Province of Quebec, resulted in the loss of two lives and extensive property damage. The cause of the accident was not determined.

Approximately 3,500 bulk storage installations have been approved since the first approving order was issued in 1929. Table I provides a comparison of the activity in this field over the past five years.

STATIONARY BULK STORAGE FACILITIES FOR FLAMMABLE LIQUIDS LIQUEFIED PETROLEUM GASES AND ANHYDROUS AMMONIA

Year	*Type of Installation	**New Installations	Additional Facilities	Total Applications	Imperial Gallons	Installations Inspected
1960	F.L.	115	243	358	24,618,752	411
	L.P.G.	13	3	16	47,440	9
	NH_3	.....	1	1	8,800	1
1959	F.L.	171	251	422	36,400,815	501
	L.P.G.	20	13	33	303,600	5
	NH_3	.....	.....	.....	.....	1
1958	F.L.	117	178	295	30,241,973	1,239
	L.P.G.	14	5	19	578,884	47
	NH_3	1	.....	1	7,985	.....
1957	F.L.	129	195	324	61,072,179	546
	L.P.G.	13	5	18	630,000	19
	NH_3	.....	.....	.....	.....	.....
1956	F.L.	138	296	434	84,827,875	330
	L.P.G.	24	9	33	1,148,300	13
	NH_3	3	.....	3	75,000	.....

Note: *F.L.—Flammable Liquid.
L.P.G.—Liquefied Petroleum Gas.
NH_3—Anhydrous Ammonia.
**Permanent Installations only.

Part 4—Fire Prevention Section

Statistics:

Detailed statistics are shown in Statement No. 13 of Appendix "C" hereto from which it will be noted that 334 fires occurred during the 1960 fire season chargeable to railway operations on the 15,498 miles of railway right-of-way classified as forested territory. These fires burned 4,760 acres of land. 158 fires were also reported as originating and burning in ties in track which did not spread to the right-of-way.

In addition, 53 fires were reported as charged to other known causes and 49 fires to unknown causes. These fires burned over approximately 751 acres.

Railway Fire Patrols:

Fire patrol requirements under the terms of paragraph 29 of General Order No. 548 were addressed to all railways concerned.

Statistics showing forested mileage along the railways upon which patrols are prescribed are as follows:

Special Section Patrols or mileage on which these may be requested....	4071.4
Special Power Speeder Patrols.....	2049.2
Mileage in forested territory on which no special patrol required—detection, reporting and extinguishing of fires being part of the regular duties of section forces and other employees.....	9377.8
Total.....	15,498.4

FIREGUARDS

Railway	Mileage both sides of track to be accounted for exclusive of approved exemptions	Fireguard mileage constructed or maintained during year	Approximate percentage completed
Canadian National.....	2770.2	794.9	28.7
Canadian Pacific.....	2680.05	943.4	31.45
Northern Alberta.....	21.7	19.0	87%
Totals.....	5450.25	1757.3	32.24

TRAFFIC

The duties of the Traffic Branch relate to matters falling within the provisions of those sections of the Railway Act and the Transport Act under the broad heading of "Traffic, Tolls and Tariffs". They are also concerned with: Section 42 of the Railway Act respecting the tolls of international bridges and tunnels; Section 380 of the Railway Act respecting the tolls, tariffs and connecting agreements of telegraph and telephone companies; Section 468 of the Railway Act covering the payment of a trackage subsidy between eastern and western Canada to be applied to reductions in freight rates for the benefit of commodities moving over such trackage; the licensing of ships under Part II of the Transport Act; the provisions of Part IV of the Transport Act respecting Agreed Charges; the provisions of the Freight Rates Reduction Act, as amended, respecting a reduction in certain class and commodity rates by thirty-five million dollars during a period not extending beyond April 30, 1961; and the provisions of the Maritime Freight Rates Act.

It audits the issuance of free or reduced rate transportation authorized by the Railway Act and the Transport Act; is the repository for tariffs filed by carriers and others pursuant to the various statutes, including the communication services of the railways and of certain telephone companies; furnishes rate information, analyses of formal and informal complaints, and advice to the Board to assist it in reaching decisions; and in general administers the traffic functions of the Board under policies laid down by the Board or under its specific direction.

The tariff files of the Board contain thousands of tariffs of all kinds which are in effect price lists for the services of railway companies and others subject to the Board's jurisdiction. Such services include railway express, freight and passenger movements; water carrier freight and passenger traffic; telegraph; telephone; international bridges and tunnels and traffic under agreed charges. The tariffs covering all these services contain millions of rates of various kinds.

Tariffs filed during 1960:

Railways:		
Freight:		
Local to one line	2,696	
Joint over two or more lines	12,842	
International (Canada-U.S.A.)	21,345	
Total		36,883
Passenger:		
Local	459	
Joint	402	
International	958	
Total		1,819
Express:		
Local	411	
Joint	173	
International	220	
Total		804
Agreed Charges		1,027
Total rail		40,533
Water Carriers:		
Freight	586	
Passenger	13	
Total water carriers		599
International Bridges & Tunnels		6
Telephone		1,117
Telegraph		335
Total all services		42,590

Ancillary to the filing of tariffs are documents signifying the concurrence of certain carriers or companies in joint rates published by other carriers or companies, and a total of 184 such documents was filed during the year. Provision is also made in the Board's tariff regulations for the filing, in certain cases, of tariffs by agents appointed by powers of attorney and, to authenticate this procedure, the regulations require that such powers of attorney be filed with the Board. During the year 83 of them were filed.

The combined total of these documents and the tariffs noted above, was 42,857 or an average intake of 170 per working day.

Maritime Freight Rates Act:

Under this Act a reduction in freight rates is made within the select territory defined in the Act, namely the four Maritime Provinces and that part of the Province of Quebec situated Levis and East, and also from that select territory to points west thereof in Canada.

Within the select territory the reduction made is twenty per cent below the normal level of rates, and from the said territory to points west thereof the reduction is thirty per cent for the haul which occurs within the select territory.

The Statute requires the Board to approve the reduced rates so made, and additionally to fix normal rates for reimbursement purposes in respect of railways other than the Canadian National Railways. Reimbursement to the Canadian National Railways is not made the responsibility of the Board.

Claims for reimbursement are presented by the railways some time after the movement of the traffic to which they relate. They are then checked by this Branch and certified for payment. Claims for reimbursement to railways other than the Canadian National for the period of twelve months ending June 30, 1960, totalled $2,236,530.64 of which $2,217,647.17 was allowed, resulting in a total deduction for the period of $18,883.47. In auditing such claims, the verification, and correction where necessary, of over 735,000 rates was involved, or an average of over 2,780 per working day. Reimbursement paid for the period under review was $214,684.57 more than the previous corresponding period as a result of changes in the nature of the traffic and the lengths of haul.

The foregoing work necessitated the drafting of a total of 162 Orders for approval and issuance by the Board, approving reduced rates under the provisions of the Act and fixing reimbursement. For reimbursement purposes, 98 of these Orders contained some 18,640 normal rates computed by this Branch and fixed by the Board.

Water Carrier Licensing:

Six carriers with a total of 65 vessels, aggregating 241,846 tons, gross tonnage, were licensed for service on the Great Lakes and St. Lawrence River and six carriers with a total of 35 tugs, (3,930 tons, gross tonnage), and 130 barges, (33,034 tons, gross tonnage), were licensed for service on the Mackenzie River System for the season of navigation 1960. Compared with the previous year, there was an increase of one carrier and a decrease of eleven vessels on the Great Lakes and St. Lawrence River and an increase of one carrier and a decrease of four tugs and three barges on the Mackenzie River System. On the Great Lakes and St. Lawrence River, total licensed gross tonnage decreased by 15,337 tons and, on the Mackenzie River System, total licensed gross tonnage decreased by 903 tons for tugs and increased by 167 tons for barges. Licences are granted, in accordance with the provisions of Part II of the Transport Act, upon the Board being satisfied that public convenience and necessity require the transport applied for.

Waybill Analysis:

The work of the branch continued with respect to the checking of waybills for correctness of rates and charges, computation of distances, and the allocation of the traffic to its proper place for inclusion in the final study which is made available to the public. During the year approximately 14,000 such waybills were so processed. Officers of the branch also investigated the methods employed by the railways in processing waybill analysis information and the manner in which traffic subject to the Freight Rates Reduction Act is included in such analysis.

Trackage Maintenance Subsidy (Section 468 Railway Act):

The maximum payment of seven millions dollars for maintenance of certain trackage in the Lake Superior District continued to be applied as rate reductions on the traffic using such trackage. The reductions in carrying charges resulting therefrom averaged $4.35 per ton, or 7.87 per cent, below normal rate revenue. During the calendar year 1960, the trackage maintenance subsidy reduction factors applied to the basic rates were the aggregate of 4.72 per cent and 15 cents per 100 pounds.

Freight Rates Reduction Act:

The reduction of the seventeen per cent general freight rate increase of December 1, 1958 to a level of 10% in respect of rates covered by the Freight Rates Reduction Act, (Board's Order No. 98424, dated July 10, 1959), was

further reduced to a level of 8%, effective May 6, 1960, following the issuance of Board's Order No. 101055, dated April 27, 1960. On August 1, 1960, an Act to Amend the Freight Rates Reduction Act came into force (Chap. 42 of the Statutes of 1960). The said amendment provided that the Board might extend up to April 30, 1961, the period specified in Orders issued pursuant to the Freight Reduction Act and also increased the aggregate amount of the reduction in certain class and commodity rates to a maximum of thirty-five million dollars. Board's Order No. 101862, dated July 28, 1960, accordingly extended the period specified in Order 101055 to April 30, 1961.

Agreed Charges:

The following table compares the filing of new and supplemental agreed charges for the years 1960 and 1959:

	1960	1959
New agreements	248	320
Supplements	779	684
Totals	1,027	1,004

Railway Freight Tariff Regulations:

Tariff Circular 1-A, a revision of the regulations respecting the construction, filing and posting of freight tariffs by railway companies subject to the Board's jurisdiction, was completed during the year and promulgated by the Board for observance by such companies, effective December 1, 1960.

General:

The staff of the Branch totals 24, consisting of 19 experienced persons in the specialized work involved and the remainder of secretarial and junior clerical personnel. Approximately 3,650 communications of various kinds emanated from the Branch during the year concerning the various phases of its work. Conferences and hearings were attended; information was supplied to other government departments as requested; and in all respects the staff has laboured to discharge its responsibilities efficiently.

APPENDICES

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APPENDIX "A"—ECONOMICS AND ACCOUNTING

TABLE I—WAYBILL ANALYSIS
Percent of Sample Ton Miles

Type of Traffic	1953	1954	1955	1956	1957	1958	1959
	%	%	%	%	%	%	%
Class Rated	5.4	4.3	4.3	3.4	3.6	3.1	3.1
Commodity Non-Competitive	34.6	43.4	43.5	35.8	35.8	32.4	31.8
Statutory	47.0	30.1	25.6	33.8	31.7	32.7	30.9
Competitive	7.0	12.5	15.8	17.2	16.7	17.3	17.4
Agree Charge	1.8	3.2	4.9	5.1	7.2	8.7	12.2
Multiple Rates	2.4	3.9	3.1	2.1	2.7	3.3	2.2
Mixed Shipments	1.8	2.6	2.8	2.6	2.3	2.5	2.4
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE II—WAYBILL ANALYSIS
Percent of Sample Revenue

Type of Traffic	1953	1954	1955	1956	1957	1958	1959
	%	%	%	%	%	%	%
Class Rated	14.5	10.8	10.2	9.3	9.4	8.2	7.9
Commodity Non-Competitive	45.1	49.4	45.0	41.3	41.4	37.3	34.7
Statutory	17.1	10.4	8.9	11.5	9.9	10.5	8 6
Competitive	12.8	15.8	19.3	21.0	20.5	23.1	27.0
Agreed Charge	4.4	5.9	9.4	10.0	12.3	13.8	16.1
Multiple Rates	1.7	2.0	1.7	1.2	1.5	1.9	1.2
Mixed Shipments	4.4	5.7	5.5	5.7	5.0	5.2	4.5
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE III—WAYBILL ANALYSIS
Average Revenue per Freight Ton Mile

Type of Traffic	1953	1954	1955	1956	1957	1958	1959
	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Class Rated	3.77	3.89	3.65	3.89	4.05	4.05	4.59
Commodity Non-Competitive	1.81	1.75	1.58	1.66	1.81	1.78	1.95
Statutory	0.51	0.53	0.53	0.49	0.49	0.50	0.50
Competitive	2.52	1.94	1.87	1.77	1.93	2.07	2.77
Agreed Charge	3.40	2.87	2.93	2.85	2.65	2.47	2.37
Multiple Rates	0.97	0.78	0.80	0.84	0.87	0.86	0.99
Mixed Shipments	3.25	3.34	2.98	3.22	3.40	3.22	3.37
Total	1.39	1.54	1.52	1.45	1.57	1.55	1.79

TABLE IV—OPERATING RESULTS—CLASS I RAILWAYS[1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1956	1,228,927,347	1,137,933,251	90,994,096	68,024,396	2,691,703
Year—1957	1,193,074,122	1,141,311,725	51,762,397	60,315,274	2,729,349
Year—1958	1,132,596,476	1,106,676,187	25,920,289	58,758,436	2,320,646
Year—1959	1,175,990,301	1,132,316,340	43,673,961	58,138,822	2,291,412
1959—10 Months	979,416,655	944,475,446	34,941,209	48,463,221	1,936,722
1960—10 Months	928,126,064	916,445,974	11,680,090	45,075,171	1,672,990

[1] Canadian National and Canadian Pacific; as of January 1, 1958 the Hudson Bay Railway was absorbed into the Canadian National System.

TABLE V—OPERATING RESULTS—CLASS II RAILWAYS[1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1956	151 427 349	136,729,313	14,698,036	10,432,414	207,866
Year—1957	152,821,412	142,959,079	9,862,333	10,415,047	177,991
Year—1958	117,110,266	109.283,214	7,827,052	7,180,114	149,692
Year—1959	138,855,449	122,239,745	16,615,704	9,333,997	136,995
1959—10 Months	115,227,055	98,603,574	16,623,481	7,911,171	114,602
1960—10 Months	114.898.344	103,408,016	11.490,328	7,596,860	110,123

[1] Seventeen Railways earning over $500,000 gross rail revenues annually in 1956 and 1957. Sixteen Railways from January 1, 1958 (Hudson Bay Railway absorbed into Canadian National System).

TABLE VI—OPERATING RESULTS—TELEPHONE COMPANIES[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Telephones Operated[2]
	$	$	$	No.
Year—1956	311,604,462	263,868,181	47,736,281	3,178,288
Year—1957	344,800,178	295,115,666	49,684,512	3,407,041
Year—1958	374,249,550	319,740,054	54,509,496	3,621,056
Year—1959	432,087,017	359,605,258	72,481,759	3,836,309
1959—10 Months	357,244,310	296,249,660	60,994,650	3,712,320
1960—10 Months	384,414,854	316,403,274	68,011,580	4,003,688

[1] Includes the Bell Telephone Co., British Columbia Telephone Co., and Bonaventure and Gaspe Telephone Co.

[2] Bonaventure and Gaspe telephones not included.

TABLE VII—OPERATING RESULTS—WATER CARRIERS ON MACKENZIE WATERWAYS[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Freight Carried
	$	$	$	(Tons)
Year—1956	5,133,952	4,827,814	306,138	242,928
Year—1957	5,158,838	4,986,460	172,378	233,261
Year—1958	5,147,457	5,084,557	62,900	232,938
Year—1959	4,817,918	4,866,875	(48,957)	225,049

[1] 1956 and 1957 report includes water transport operations of the Hudson's Bay Co., McInnes Products Corporation, Northern Transportation Co., and Yellowknife Transportation Co. Operations of the McInnes Products Corporation which are on a basis of fiscal year beginning May 1 annually have been included in the calendar year indicated. At the end of 1957 season Mackenzie River operations of the Hudson's Bay Company were sold to Northern Transportation Co.

TABLE VIII—OPERATING RESULTS—INTERNATIONAL BRIDGES AND TUNNELS[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Vehicles	Pedestrians	Passengers Other than Vehicle Drivers
	$	$	$	No.	No.	No.
Year—1956	8,435,997	5,311,150	3,124,847	16,979,352	1,083,436	25,153,720
Year—1957	9,030,586	5,616,809	3,413,777	17,564,202	1,044,553	30,288,047
Year—1958	9,210,222	6,020,016	3,190,206	17,414,083	1,000,180	29,833,908
Year—1959	9,810,162	6,052,786	3,757,376	17,629,978	847,308	28,306,119

[1] Includes reports of the following companies:
Buffalo and Fort Erie Public Bridge Authority
Cornwall International Bridge
Detroit and Canada Tunnel Corporation
Detroit International Bridge and Canadian Transit Co.
Lewiston-Queenston Bridge, Inc.
Niagara Lower Arch Bridge Co., Ltd.
Niagara Falls Bridge Commission
State Bridge Commission of Michigan (May 31 annually)
Thousand Islands Bridge Authority (February 28 annually)
International Bridge and Terminal Co.

APPENDIX B—ENGINEERING

STATEMENT 1—EXPENDITURE FOR PROTECTION AT HIGHWAY CROSSINGS 1909 TO DECEMBER 31, 1960

Province	Railway Grade Crossing Fund	Percentage of Total	Province and/or Municipality	Percentage of Total	Railway	Percentage of Total	Total
	$ cts.		$ cts.		$ cts.		$ cts.
British Columbia	4,139,393 72	32 77	7,755,412 35	61.39	738,769 21	5.84	12,633,575 28
Alberta	2,872,301 99	43.70	2,700,341 58	41.08	1,000,469 01	15.22	6,573,112 58
Saskatchewan	1,984,171 22	46.71	1,836,711 09	43.24	426,718 99	10.05	4,247,601 30
Manitoba	851,239 52	50.66	376,108 94	22.39	452,805 21	26.95	1,680,153 67
Ontario	20,075,420 19	32 91	24,272,177 10	39.79	16,653,883 09	27.30	61,001,480 38
Quebec	7,263,656 26	47.90	5,876,675 04	38.75	2,024,058 32	13.35	15,164,389 62
New Brunswick	1,552,703 02	48 12	959,506 39	29.74	714,574 84	22.14	3,226,784 25
Nova Scotia	1,948,956 58	53.99	1,084,539 89	30.05	575,975 97	15.96	3,609,472 44
Prince Edward Island	32,653 63	56.22	18,212 85	31.36	7,213 57	12.42	58,080 05
Newfoundland	19,135 50	64.73	6,275 99	21.23	4,151 71	14.04	29,563 20
Reflectorization of Crossing Signs	11,447 16	74.15	.....	.....	3,990 37	25.85	15,437 53
Reflectorization of Box Cars	21,331 07	79.76	.....	.....	5,413 06	20 24	26,744 13
	40,772,409 86	37.66	44,885,961 22	41.46	22,608,023 35	20.88	108,266,394 43

STATEMENT 2—SHOWING TOTAL AMOUNT PAID FOR WORK DONE IN THE DIFFERENT PROVINCES, OUT OF THE RAILWAY GRADE CROSSING FUND AND SPECIAL VOTES—PERCENTAGE OF TOTAL EXPENDITURE IN EACH PROVINCE AND PERCENTAGE OF POPULATION OF CANADA IN EACH PROVINCE FROM 1909 TO DECEMBER 31st, 1960

Province	Total Expenditure from the different Votes	Percentage of Total amount of Expenditure	Population of Province	Percentage of Population of Canada
	$ cts.			
British Columbia	4,139,393 72	10.15	1,618,000	9.04
Alberta	2,872,301 99	7.04	1,296,000	7.24
Saskatchewan	1,984,171 22	4.87	913,000	5.10
Manitoba	851,239 52	2.09	902,000	5.04
Ontario	20,075,420 19	49.24	6,130,000	34.26
Quebec	7,263,656 26	17.81	5,140,000	28.73
New Brunswick	1,552,703 02	3.81	603,000	3.37
Nova Scotia	1,948,956 58	4.78	726,000	4.06
Prince Edward Island	32,653 63	.08	104,000	.58
Newfoundland	19,135 50	.05	462,000	2.58
Reflectorization of Crossing Signs	11,447 16	.03	.....	.....
Reflectorization of Railway Cars	21,331 07	.05	.....	.....
	40,772,409 86	100.00	17,894,000	100.00

STATEMENT 3—DISTRIBUTION OF CONTRIBUTIONS FROM RAILWAY GRADE CROSSING FUND BY PROVINCES

1960

British Columbia	$ 933,311 75
Alberta	1,529,978 34
Saskatchewan	1,225,828 00
Manitoba	687,278 33
Ontario	8,728,626 83
Quebec	2,221,285 04
New Brunswick	749,080 37
Nova Scotia	370,956 41
Prince Edward Island	7,256 00
Newfoundland	200,120 00
Total	$16,653,721 07
Reflectorization of Crossing Signs	159,631 82
Reflectorization of Railway Cars	21,331 07
GRAND TOTAL	$16,834,683 96

GRADE SEPARATIONS APPROVED IN 1960

STATEMENT 4—The following grade separations, reconstruction of grade separations, relocation of Utility Plants and highway diversions were approved during the year at the following points and contributions were made towards the cost out of the Railway Grade Crossing Fund

Grade Separations, Reconstruction of Grade Separations, Relocation of Utility Plants and Highway Diversions	Contributions From the Railway Grade Crossing Fund	
	%	$ cts.
Province of British Columbia		
Highway Diversion, Delair Road, mile 7.87 Mission Subd., C.P.R...	80	12,000 00
Construction of overhead bridge, Kamloops, mile 0.91 Thompson Sd., C.P.R.	80	136,000 00
Construction of overhead bridge, (Queensborough Bridge) Dist. Lot 172, New Westminster, mile 2.86 Lulu Island Sd., (CNR & V.L.I. Br of CPR)	80	138,763 29
Reconstruction of overhead bridge, Craigellachie, mile 29.30 Shuswap Subd., C.P.R.	30	113,780 10
Construction of subway, mile 1.32 Shuswap Subd., near Revelstoke, C.P.R.	80	244,800 00
Reconstruction of subway, Helmcken Rd., mile 4.5 Victoria Sd., E. & N. Rly	50	29,000 00
Utilities	50	1,450 00
Reconstruction of overhead bridge, Nanoose overhead crossing, mile 84.08 Victoria Subd., E. & N. Rly	50	67,000 00
Utilities	50	1,825 00
Adjustments made to cover increased grants for projects approved prior to 1960		14,552 36
Total		759,170 75
Province of Alberta—		
Reconstruction of subway, Hwy. No. 21, near Alix, mile 74.6 Lacombe Subd., C.P.R.	50	41,500 00
Reconstruction of overhead bridge, Highway No. 47, S.W. ¼ of Sec 4-53-18-5 Mile 7.80 Brule Subd., C.N.R.	50	38,099 00
Construction of subway, 55th Ave., Red Deer, mile 0.35 Leduc Subd., C.P.R.	80	254,500 00
Utilities	80	2,550 00
Construction of overhead bridge, Highway No. 50-03, Sec 33-24-8-W5M, near Seebe, mile 51.92 Laggan Subd., C.P.R.	80	126,800 00
Construction of subway, 50th Avenue, Wetaskiwin, 57.0 Leduc Subd., C.P.R.	80	354,500 00
Utilities	80	16,900 00
Reconstruction of overhead bridge, Highway No. 16, Sec 6-53-26-W4M Mile 16.89 Wabanum Sd., C.N.R.	80	217,300 00
Construction of Subway, Brier Park Underpass, Medicine Hat, mile 1.84 Brooks Sd., C.P.R.	80	221,840 00

Grade Separations, Reconstruction of Grade Separations, Relocation of Utility Plants and Highway Diversions	Contributions From the Railway Grade Crossing Fund	
	%	$ cts.
Province of Alberta—Concluded		
Reconstruction of overhead bridge, M.D. of Camrose No. 63, mile 58.7 Camrose Subd., C.N.R.	50	22,100 00
Adjustments made to cover increased grants for projects approved prior to 1960		3,870 34
Total		$ 1,299,959 34
Province of Saskatchewan		
Construction of overhead bridge, Highway No. 2, near Prince Albert, mile 0.2 Paddockwood Subd., C.N.R.	80	337,600 00
Construction of overhead bridge, 13th Avenue, Estevan, mile 137.4 Portal Subd., C.P.R.	80	266,320 00
Construction of subway, Highway No. 18, near Oxbow, mile 116.6 Estevan Sd., C.P.R.	80	96,160 00
Construction of overhead bridge, Highway No. 5, near Runnymede, mile 87.9 Togo Subd., C.N.R.	80	57,000 00
Construction of overhead bridge, Highway No. 7, near Saskatoon, mile 64.77 Asquith Subd., C.N.R.	80	140,000 00
Utilities	80	8,000 00
Construction of subway, Highways Nos. 7 and 14, near Saskatoon, mile 3.94 Govel Subd., C.N.R.	80	124,000 00
Utilities	80	80 00
Total		$ 1,029,160 00
Province of Manitoba—		
Road Diversion between Beach and Manhattan Avenues, City of Winnipeg, Molson Branch, C.P.R.	80	6,620 00
Construction of overhead bridge, Dugald Road, (Highway No. 15) St. Boniface, C.N.R.	80	436,500 00
Adjustments made to cover increased grants to projects approved prior to 1960		3,278 33
Total		$ 446,398 33
Province of Ontario—		
Relocation of Utilities, William St., Brockville, C.N.R. and C.P.R.	60	5,976 72
Construction of overhead bridge, between Lot 1, Con. 1, Twp. of Pickering and Lot 35, Con. 1, Twp. of Whitby, C.N.R., mileage 307.29 Oshawa Subd.	80	148,600 00
Construction of overhead bridge, Twp. of MacDougall, north of Parry Sound, mile 4.66 Sudbury Subd., C.N.R.	80	161,600 00
Reconstruction of subway, Wellington St., Kitchener, mile 0.22 Bridgeport Spur, C.N.R.	50	55,000 00
Reconstruction of subway, Avenue Rd., Metro Toronto, mile 2.6 North Toronto Subd., C.N.R. and C.P.R.		250,000 00
Utilities	50	69,425 00
Highway Diversion, Lots 23, 24, 25 and 26, Range 3, Twp. of Pickering C.N.R.	80	126,400 00

Grade Separations, Reconstruction of Grade Separations, Relocation of Utility Plants and Highway Diversions	Contributions From the Railway Grade Crossing Fund	
	%	$ cts.
Province of Ontario—Continued		
Relocation of Utilities, Wellington St., Sault Ste. Marie	60	64,660 01
Construction of Subway, Guelph line Road, Burlington, mile 30.81 Oakville Sd., C.N.R.	80	372,000 00
Utilities	80	10,055 00
Relocation of Utilities, Birchmount Ave., Twp. of Scarborough, mile 326.6 Oshawa Sd	50	6,806 00
Reconstruction of overhead bridge, Victoria Park Ave., Metro Toronto mile 99.82 Oshawa Subd., C.P.R.	50	178,000 00
Reconstruction of subway, Wilson Avenue, Oshawa, mile 70.5 Oshawa Subd., C.P.R.	50	126,000 00
Utilities	50	8,900 00
Construction of Subway, Brady St., Sudbury, mile 79.0 Cartier Subd., C.P.R.		500,000 00
Utilities	80	11,200 00
Construction of overhead bridge, Parkhill Road, Peterborough, mile 64.61 Campbellford Subd., C.N R	80	180,400 00
Utilities	80	14,040 00
Construction of overhead bridge, Islington Ave , North, Twp. of Etobicoke, mile 10.42 Brampton Subd., C.N R.	80	246,400 00
Utilities	80	10,692 00
Construction of overhead bridge Highway No. 401, Lot 35, Con. 1, Twp. of Edwardsburg, mile 49.73 Prescott Subd., C.P.R.		203,200 00
Utilities	80	2,625 00
Construction of Overhead bridge, Courtice Road, twp. of Darlington, mile 66.31 Oshawa Subd., C.P.R.	80	120,720 00
Utilities	80	1,881 60
Relocation of Utilities, Greenwood Avenue, Toronto, mile 3.57 Oshawa Subd., C.N.R.	60	18,624 80
Relocation of Utilities, Edward St., Prescott, mile 113.44 Cornwall Subd., C.N.R.	80	28,420 00
Reconstruction of overhead bridge Highway No. 4, Lot 72, Con. 1, N.D.R., Twp. of Brant, Mile 25.35 Owen Sound Subd., C.N.R.	50	63,500 00
Utilities	50	955 00
Construction of overhead bridge, Kipling Avenue, Metro Toronto, mile 9.38 Galt Subd., C.P.R.		500,000 00
Utilities	80	55,000 00
Construction of subway, Islington Avenue, Twp. of Etobicoke, mile 8.64 Galt Subd., C.P.R.		500.000 00
Utilities	80	101,900 00
Reconstruction of overhead bridge, Stevenson Road South, Oshawa, mile 301.7 Oshawa Subd., C.N.R.	50	137,500 00
Utilities	50	6,400 00
Construction of overhead bridge, Highway No. 16, Lots 27 and 28, Con. 1, Twp. of Edwardsburg, mile 110.06 Cornwall Subd., C.N.R.	80	326,400 00

Grade Separations, Reconstruction of Grade Separations, Relocation of Utility Plants and Highway Diversions	Contributions From the Railway Grade Crossing Fund	
	%	$ cts.
Province of Ontario—Concluded		
Utilities	80	455 00
Reconstruction of overhead bridge, Highway No. 21 (Cambria Road) Goderich Mile 46.69 Goderich Subd., C.N.R.	50	177,250 00
Construction of overhead bridge, Stevenson Road, Oshawa, mile 72.6 Oshawa Sd., C.P.R.	80	334,400 00
Utilities	80	4,960 00
Reconstruction of Subway, Highway No. 21, Twp. of Colborne, Mile 109.90 Galt Subd., C.P.R.	50	59,500 00
Utilities	50	365 00
Construction of overhead bridge, Dundas Street, Cooksville, mile 14.14 Galt Subd., C.P.R.	80	500,000 00
Utilities	80	67,350 61
Construction of Subway, Smyth Road, Ottawa, C.N.R. 1.76 Beachburg Subd., C.P.R. 2.39 Sussex Street Subd.	80	395,000 00
Relocation of Utilities, Ava Road, Brantford, mile 24.09 Dundas Subd., C.N.R.	50	3,504 04
Construction of overhead bridge, County Road, County of Peterborough, at Birdsall Station, mile 47.04 Campbellford Subd., C.N.R.	80	140,000 00
Relocation of Utilities, County Road No. 22, County of Ontario (Liverpool Road) Mile 313.1 Oshawa Sd., C.N.R.	50	396 00
Relocation of track and construction of 2 grade separations (Wilson Avenue and Mill St.), City of Kitchener, C.P.R.		500,000 00
Adjustments made to cover increased grants for projects approved prior to 1960		40,028 56
Total		$ 6,836,490 34
Province of Quebec—		
Divert Highway, Highway No. 51, mile 27.63 and 28.72 Glendyne Subd., C.N.R.	80	118,566 00
Construction of Subway, Cascade Street, St. Hyacinthe, mile 40.3 St. Hyacinthe Subd., and 126.7 Drummondville Subd., C.N.R.	80	297,600 00
Reconstruction of subway, Wellington St., Montreal, mile 1.5 Hibernia Subd., C.N.R.		250,000 00
Construction of Subway, Decarie Blvd., St. Laurent, mile 41.05 L'Assomption Subd., C.N.R.	80	400,000 00
Utilities	80	30,400 00
Relocation of Utilities, Highway No. 9 (Cascade Street) St. Hyacinthe, mile 40.3 St. Hyacinthe Subd., C.N.R.	80	11,120 00
Construction of overhead bridge, Hwy. No. 6, County of Gaspe-Sud, mile 95.0 Chandler Subd., C.N.R.	80	112,000 00
Construction of overhead bridge, 3rd St. (Cartier St.) Laval des Rapides Mile 10.58 Park Ave. Subd., C.P.R.	80	153,300 00
Reconstruction of overhead bridge, Road to the Village of Lac au Saumon, Mile 56.6 Matapedia Subd., C.N.R.	50	40,100 00

Grade Separations, Reconstruction of Grade Separations, Relocation of Utility Plants and Highway Diversions	Contributions From the Railway Grade Crossing Fund	
	%	$ cts.
Province of Quebec—Concluded		
Utilities	50	260 00
Adjustments made to cover increased grants for projects approved prior to 1960		47,879 74
Total		$ 1,461,225 74
Province of New Brunswick—		
Construction of Subway, Highway No. 2, City of Lancaster, mile 3.77 Saint John Subd., C.P.R.	80	126,400 00
Highway Diversion, between mileage 12.7 and 14.48 Tobique Subd., C.P.R.	80	126,850 00
Construction of overhead bridge, Highway No. 32, near Meadowbrook, mile 112.7 Springhill Subd., C.N.R.	80	189,300 00
Utilities	80	5,780 00
Diversion of Railway Line (Relocation) Dry Dock Spur and Courtenay Bay Branch Saint John, Mile 85.39 Sussex Subd., C.N.R.	80	100,000 00
Total		$ 548,330 00
Province of Nova Scotia—		
Relocation of Utilities, Hwy. No. 2, Stewiacke, mile 46.35 Bedford Subd., C.N.R.	50	1,700 31
Highway diversion, between mile 80.89 and 82.38 Sydney Subd., C.N.R.	40	30,000 00
Highway diversion, between mile 47.29 and 49.66 Sydney Subd., in Victoria County, C.N.R.	80	112,000 00
Adjustments made to cover increased grants for projects approved prior to 1960		1,588 16
Total		$ 145,288 47
Province of Prince Edward Island—		
Nil		
Province of Newfoundland—		
Road Diversion, between Brookfield Road and Waterford Bridge Road, St. Johns, C.N.R.	40	30,920 00
Diversion, from Park Road to Waterford Bridge Road, St. Johns, mile 3.03 St. Johns. Subd, C.N.R.	80	26,400 00
Construction of Pedestrian Overhead Bowring Park, St. Johns, mile 2.58 St. Johns Subd., C.N.R.	80	33,700 00
Construction of overhead bridge, St. Johns, (Bowring Park) mile 2.78 St. Johns Subd., C.N.R.	80	101,100 00
Total		$ 192,120 00
Grand Total		$12,718,142 97

STATEMENT 5- CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION, IMPROVEMENTS TO VIEW AND GRADES OF APPROACH IN 1960

Protection	Location	Railway	Percent	Contribution
				$ cts.
	PROVINCE OF BRITISH COLUMBIA			
Two flashers and bell	Old Trans-Canada Highway, at Golden, Mile 36.2 Mountain Sd	C.P.R.	80	8,000 00
Two flashers and bell	Highway No 95, at Golden, Mile 35.0 Mountain Sd	C.P.R.	80	10,400 00
Two flashers and bell	Highway No 14 (Sooke Highway), near Colwood, Mile 8.05 Cowichan Sd	C.N.R.	80	9,600 00
Two flashers and bell	Highway No 16, west of Huston, Mile 87.97 Telkwa Sd	C.N.R.	80	7,400 00
Two flashers and bell	Highway No. 16, near Endako, Mile 0.99 Telkwa Sd	C.N.R.	80	6,840 00
One flasher and bell	Highway No. 2, Prince George, Mile 144.68 Fraser Sd	C.N.R.	80	8,000 00
Two flashers and bell	Highway No. 11, north of Abbotsford, Mile 2.46 Mission Sd	C.P.R.	80	6,880 00
Two flashers and bell	Road No 3, Corp. of Twp. of Richmond, Mile 3.4 Marpole-Stevenson Branch Sd	V. & L.I. (B.C.E.)	80	7,920 00
Two flashers and bell	Harrop-Proctor Highway, at Harrop, Mile 122.26 Nelson Sd	C.P.R.	80	6,960 00
Two flashers and bell	McKinnon Road, Duncan, Mile 40.75 Victoria Sd	E. & N.	80	6,240 00
Two flashers and bell	Stamp Avenue (Third Ave.), Port Alberni, Mile 37.9 Port Alberni Sd	E. & N.(CPR)	80	7,720 00
Two flashers and bell	Southern Trans-Provincial Highway at Creston, Mile 66.8 Nelson Sd	C.P.R.	80	5,120 00
Two flashers and bell	James Street, Duncan, Mile 40.0 Victoria Sd	E. & N.	80	7,600 00
Two flashers and bell	Highway No. 6, Cottonwood, Mile 185.47 Spokane (5th) Sd	G.N.R.	80	5,987 00
Two flashers and bell	Highway No. 6, Apex, Mile 182. 22 Spokane Sd (5th) Sd	G.N.R.	80	5,987 00
Two flashers and bell	Highway No. 3A, east of Erie, Mile 162.82 Spokane (5th) Sd	G.N.R.	80	5,987 00
Two gates, two flashers and bell	Merritt-Spences Bridge Road, near Spences Bridge, Mile 71.83 Thompson Sd	C.P.R.	80	12,400 00
Six flashers and bell	Wood Avenue (Otter Lake Road), at Armstrong, Mile 69.48 Okanagan Sd	C.N.R.	80	7,840 00
Improve the Sight Lines	Sherman Road, near Haywood, Mile 0.6 Lake Cowichan Sd	E. & N.	80	800 00
Two gates, two flashers and bell	Gilmore Avenue. Burnaby, Mile 152.3 Third Sd	G.N.R.	80	13,860 00
Two flashers and bell	Highway No. 2 and 97, at the west end of the Fraser Bridge, Mile 145.29 Fraser Sd	C.N.R.	80	7,240 00
Two flashers and bell	Highway No. 2, at Pouce Coupe, Mile 132.4 Grande Prairie Sd	N.A.R.	80	9,200 00
Two flashers and bell	Albert Street, Nanaimo, Mile 72.26Victoria Sd	E. & N.	80	6,160 00
		Total...		$ 174,141 00
	PROVINCE OF ALBERTA			
Two flashers, two gates and bell in lieu of wig-wag	12th Street East, Calgary, Mile 174.5 Brooks Sd	C.P.R.	80	15,880 00
Two flashers and bell with additional lights	55th Avenue, Lloydminster, Mile 84.9 Blackfoot Sd	C.N.R.	80	8,160 00
Two flashers and bell with additional lights	50th Avenue, Lloydminster, Mile 84.4 Blackfoot Sd	C.N.R.	80	7,920 00
Two flashers and bell in lieu of wig-wag and bell	Mill Road, Hinton, Mile 54.82 Brule Sd	C.N.R.	80	4,960 00

Two flashers and bell in lieu of wig-wag and bell	43rd Street, Red Deer, Mile 92.99 Red Deer Sd.	C.P.R.	80	2,560 00
Two flashers and bell	Highway No. 4, near Coutts, Mile 45.19 Coutts Sd.	C.P.R.	80	6,400 00
Two flashers and bell	Highway No. 52, near Raymond, Mile 9.91 Cardston Sd.	C.P.R.	80	6,080 00
Two flashers and bell	Highway No. 2, near Cardston, Mile 45.30 Cardston Sd.	C.P.R.	80	6,136 00
Two flashers and bell	Highway No. 2, in NW¼ 13-40-27-4, Mile 0.48 Hoadley Sd.	C.P.R.	80	6,480 00
Two flashers and bell	Highway No. 15, near Elk Island, Mile 144.18 Willingdon Sd.	C.P.R.	80	6,320 00
Two flashers and bell	Highway No. 24, at Cheadle, Mile 27.77 Strathmore Sd.	C.P.R.	80	8,720 00
Two flashers and bell	1st crossing east of Hillcrest Station, Mile 84.46 Crow's Nest Sd.	C.P.R.	80	9,120 00
Two flashers and bell	Highway No. 9, near Lanfine, Mile 79.3 Oyen Sd.	C.N.R.	80	6,800 00
Two flashers and bell	Highway No. 43, near Onoway, Mile 30.64 Sangudo Sd.	C.N.R.	80	6,640 00
Two flashers and bell	Highway No. 39, near Breton, Mile 71.75 Hoadley Sd.	C.P.R.	80	6,400 00
Two flashers and bell	Highway No. 45, Bruderheim	C.P.R.	80	7,960 00
Two flashers and bell	Highway No. 41, near Oyen, Mile 66.30 Oyen Sd.	C.N.R.	80	6,720 00
Two flashers and bell	Highway No. 5, near Spring Coulee, Mile 31.07 Cardston Sd.	C.P.R.	80	6,264 00
Two flashers and bell	Highway No. 2, near Morinville, Mile 24.8 Athabasca Sd.	C.N.R.	80	6,960 00
Two flashers and bell	Highway No. 21A, near Beiseker, Mile 32.8 Langdon Sd.	C.P.R.	80	7,200 00
Two flashers and bell	Highway No. 21, at Looma, Mile 17.41 Camrose Sd.	C.N.R.	80	8,320 00
Two flashers and bell	Highway No. 21A north of Acme, Mile 40.0 Langdon Sd.	C.P.R.	80	6,640 00
Two flashers and bell	Highway No. 25, north of Lethbridge, Mile 2.90 Turin Sd.	C.P.R.	80	6,160 00
Two flashers and bell	Highway No. 4, at Stirling, Mile 84.13 Stirling Sd.	C.P.R.	80	6,480 00
Two flashers and bell	Shell Street, Village of Blackfalds, Mile 11.36 Leduc Sd.	C.P.R.	80	5,680 00
Two flashers and bell	50th Avenue (Main St.), Leduc, Mile 79.03 Leduc Sd.	C.P.R.	80	9,080 00
Two flashers and bell	Highway No. 2, near Rycroft, Mile 351.7 Smoky Sd.	N.A.R.	80	7,960 00
Improve the sight lines	51st Street, Town of St. Paul, Mile 120.10 Coronado Sd.	C.N.R.	80	800 00
Two flashers and bell	Highway No. 13, near Hughenden, Mile 110.38 Hardisty Sd.	C.P.R.	80	8,960 00
Two flashers and bell	51st Avenue, near 103rd St., Edmonton, Mile 94.94 Leduc Sd.	C.P.R.	80	5,920 00
Two flashers and bell	Highway No. 28, north of Namao, Mile 2.89 Lac La Biche Sd.	N.A.R.	80	9,243 00
Two flashers and bell	Highway No. 35, at Grimshaw, Mile 65.4 Peace River Sd.	N.A.R.	80	9,056 00
	Adjustments made to cover increased grants for projects approved prior to 1960			2,040 00
		Total		230,019 00

PROVINCE OF SASKATCHEWAN

Two flashers and bell	Central Avenue (Sutherland), Saskatoon, Mile 109.78 Sutherland Sd.	C.P.R.	80	11,200 00
Two flashers and bell with extra one-way set lights	Highway No. 4, Elrose, Mile 49.53 Elrose Sd.	C.N.R.	80	9,320 00
Two flashers and bell	Municipal Road, east of Parkbeg, Mile 34.5 Swift Current Sd.	C.P.R.	80	9,920 00
Two flashers and bell	Main Street, Ituna, Mile 34.41 Touchwood Sd.	C.N.R.	80	11,460 00
Two flashers and bell	Highway No. 6, Watson, Mile 120.42 Margo Sd.	C.N.R.	80	6,640 00
Two flashers and bell in lieu of bell and danger sign	Main Street, Morse, Mile 73.7 Swift Current Sd.	C.P.R.	80	9,840 00
Two flashers and bell	Highway No. 9, near Carlyle, Mile 36.7 Lampman Sd.	C.N.R.	80	6,560 00
Two flashers and bell in lieu of wig-wags	Third Avenue, Village of Rush Lake, Mile 90.16 Swift Current Sd.	C.P.R.	80	9,920 00
Two flashers and bell	Highway No. 21, at Nokomis, Mile 106.0 Touchwood Sd.	C.N.R.	80	9,120 00
Two flashers and bell	Highway No. 19, near Chaplin, Mile 55.24 Swift Current Sd.	C.P.R.	80	6,720 00
Two flashers and bell	Highway No. 21, Maple Creek, Mile 84.2 Maple Creek Sd.	C.P.R.	80	7,640 00
Changes in the protection (automatic)	3rd Avenue, Saskatoon, Mile 112.5 Sutherland Sd.	C.P.R.	80	4,880 00
Two flashers and bell	Broad Street, Regina, Regina Terminal Sd.	C.N.R.	80	7,440 00
Two gates, two flashers and bell	Highway No. 9, at Whitewood, Mile 116.15 Broadview Sd.	C.P.R.	80	19,360 00

STATEMENT 5—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION, IMPROVEMENTS TO VIEW AND GRADES OF APPROACH IN 1960—*Continued*

Protection	Location	Railway	Percent	Contribution
				$ cts.
	PROVINCE OF SASKATCHEWAN—(*Concluded*)			
Two flashers and bell	Highway No. 4, Rosetown, Mile 69.3 Rosetown Sd.	C.N.R.	80	8,160 00
Two flashers and bell	Highway No. 7, near Saskatoon, Mile 4.44 Wilkie Sd.	C.P.R.	80	7,920 00
Two flashers and bell	Highway No. 49, near Sturgis, Mile 24.01 Assiniboine Sd.	C.N.R.	80	6,960 00
Two flashers and bell	Highway No. 5, near Canora, Mile 20.61 Margo Sd.	C.N.R.	80	6,720 00
Two flashers and bell	Highway No. 35, near Leross, Mile 51.7 Touchwood Sd.	C.N.R.	80	8,400 00
Two flashers and bell	Highway No. 9, in Canora, Mile 23.78 Margo Sd.	C.N.R.	80	10,920 00
Two flashers and bell	Highway, west of Yarbo, Mile 96.49 Miniota Sd.	C.N.R.	80	8,360 00
Two flashers and bell	Highway No. 37, west of Gull Lake Station, Mile 34.95 Maple Creek Sd.	C.P.R.	80	8,240 00
	Adjustments made to cover increased grants for projects approved prior to 1960			968 00
		Total		196,668 00
	PROVINCE OF MANITOBA			
Two flashers and bell	Highway No. 5, near McCreary, Mile 142.5 Gladstone Sd.	C.N.R.	80	5,320 00
Two flashers and bell with additional lights	First crossing west of Dacotah Station, Mile 25.1 Gladstone Sd.	C.N.R.	80	8,240 00
Two flashers and bell	Crossing at Elie, Mile 30.56 Gladstone Sd.	C.N.R.	80	8,080 00
Two flashers, two gates and bell	Highway No. 21 near Griswold, Mile 24.35 Broadview Sd.	C.P.R.	80	16,480 00
Two flashers and bell	Highway No. 3, Fort Whyte, Mile 7.45 LaRiviere Sd.	C.P.R.	80	7,840 00
Two flashers, Two gates and bell	Highway No. 4, Whitemouth, Mile 72.5 Keewatin Sd.	C.P.R.	80	24,800 00
Two cantilever type flashers and bell	Highway No. 10 and Highway No. 2, Carroll, Mile 132.8 Glenboro Sd.	C.P.R.	80	8,000 00
Two flashers and bell	Highway No. 34, between Sections 5 and 6, Twp. 12, Range 11, WPM, near Exira, Mile 77.27 Harte Sd.	C.N.R.	80	7,280 00
Two flashers and bell	McPhillips Street, Winnipeg, Mile 0.33 Winnipeg Beach Sd.	C.P.R.	80	7,640 00
Two flashers and bell	Highway No. 13, near Elm Creek, Mile 42.17 Glenboro Sd.	C.P.R.	80	7,680 00
Two flashers, two short arm gates and bell	Highway No. 34, near Austin, Mile 85.48 Carberry Sd.	C.P.R.	80	13,280 00
Two flashers and bell	Highway No. 3, near Pierson, Mile 72.8 Estevan Sd.	C.P.R.	80	7,840 00
Two flashers and bell	Highway No. 83, in Melita, Mile 58.6 Estevan Sd.	C.P.R.	80	8,080 00
Two flashers and bell	Highway No. 2 (1st Avenue), Souris, Mile 16.7 Estevan Sd.	C.P.R.	80	7,200 00
Two flashers and bell	Trans-Canada Highway, near Carberry, Mile 7.32 Carberry Sd.	C.N.R.	80	7,600 00
Two flashers and bell	Highway No. 21, near Oakner, Mile 16.62 Miniota Sd.	C.N.R.	80	7,280 00
Two flashers and bell	Highway No. 5, near Roblin, Mile 62.45 Togo Sd.	C.N.R.	80	8,800 00
Two flashers and bell	Highways Nos. 10 and 5, near Dauphin, Mile 0.54 Togo Sd.	C.N.R.	80	11,200 00
Two flashers and bell	Highway No. 5, at Ochre River, Mile 163.02 Gladstone Sd.	C.N.R.	80	6,240 00
Two gates, two flashers and bell	Highway No. 12, near Hazelridge, Mile 102.92 Keewatin Sd.	C.P.R.	80	15,040 00
Two flashers and bell	Brereton Lake Road, near Brereton, Mile 179.72 Redditt Sd.	C.N.R.	80	7,920 00

Two gates, two flashers and bell	Brereton Lake Road, near Rennie, Mile 50.6 Keewatin Sd	C.P.R.	80	15,720 00
Two flashers and bell	Main Street, Town of Swan River, Mile 0.09 Erwood Sd	C.N.R.	80	7,600 00
Two flashers and bell	Highway No. 11, near Elma, Mile 196.66 Redditt Sd	C.N.R.	80	8,200 00
Two flashers and bell on each lane (2)	Grant Avenue, Winnipeg, Mile 0.71 Oak Point Sd	C.N.R.	80	7,520 00
			Total..	240,880 00

PROVINCE OF ONTARIO

Two flashers and bell	Hume Street, Collingwood, Mileage 30.9 Meaford Sd	C.N.R.	80	5,840 00
Changes to circuits of protection	Regent Street, Sudbury, Mile 0.95 Webbwood Sd	C.P.R.	80	1,268 00
Two flashers and bell	Longlac, Mile 100.27 Caramat Sd	C.N.R.	80	10,960 00
Two flashers and bell in lieu of wig-wag	Dundas Street, Tansley, Mile 5.54 Milton Sd	C.N.R.	80	6,336 00
Two flashers, two gates in lieu of wig-wag	Middle Road, Highway No. 73, north of Aylmer, Mile 104.35 Main Line Sd	N.Y.C.	80	10,148 00
Two flashers and bell	Riverside Drive, Ottawa, Mile 133.75 Alexandria Sd	C.N.R.	80	8,928 00
Two flashers and bell in lieu of wig-wag	Highway No. 25, Burlington, Mile 1.36 Milton Sd	C.N.R.	80	6,056 00
Two flashers and bell	Drummond Road, Twp. of Stamford, Mile 1.91 Welland Sd	C.N.R.	80	7,112 00
Changes to circuit	Hunt Club Road, Ottawa, Mile 5.60 Prescott Sd	C.P.R.	80	8,640 00
Two flashers and bell	Clarkson Road, Clarkson, Mile 16.09 Oakville Sd	C.N.R.	80	1,208 00
Addition of short arm gates to existing protection	County Road No. 5, Claremont, Mile 74.17 Peterboro Sd	C.P.R.	80	9,920 00
Two flashers and bell	Main Street, Palmerston, Mile 0.20 Owen Sound Sd	C.N.R.	80	14,080 00
Two flashers and bell with two additional light units	Kalar Road, Welland, Mile 4.02 Welland Sd	C.N.R.	80	6,240 00
Two flashers and bell	North Alarton Street, Twp. of Toronto, Mile 15.27 Brampton Sd	C.N.R.	80	18,400 00
Two flashers and bell	Walkley Road, Ottawa, Mile 0.35 Sussex Street Sd	C.P.R.	80	11,520 00
Changes to circuits	Brookfield Road and Junction Avenue, Ottawa, Mile 3.54 Prescott Sd.	C.P.R.	80	8,960 00
Two flashers and bell	County Road, south of Station at Moorefield, Mile 65.67 Fergus Sd.	C.N.R.	80	4,288 00
Two flashers in lieu of wig-wags	Roosevelt Avenue, Ottawa, Mile 1 96 Carleton Place Sd	C.P.R.	80	11,280 00
Two flashers and bell	Glenburnie Road, Kingston, Mile 173.89 Gananoque Sd	C.N.R.	80	1,360 00
Two flashers and bell	Highway No 12, two miles west of Victoria Harbour, south of Port McNicoll, Mile 70.38 Midland Sd	C.N.R.	80	6,704 00
Two flashers, two gates and bell in lieu of manually controlled gates	Highway No. 541, Garson, Mile 4.33 Sudbury Terminal Sd	C.N.R.	80	7,416 00
Two flashers and bell and two short arm gates	Main Street, Glencoe, Mile 27.59 Chatham Sd	C.N.R.	80	33,600 00
Two flashers and bell	Lot 30, Broken Front Concession, Twp. of Darlington, Mile 296.19 Oshawa Sd	C.N.R.	80	16,640 00
Two flashers and bell	Heron Road, Ottawa, Mile 3.09 Prescott Sd	C.P.R.	80	9,120 00
Two flashers and bell	Centre Street, Richmond Hill, Mile 21.11 Bala Sd	C.N.R.	80	13,560 00
Two flashers in lieu of wig-wags	Dollard Street, Casselman, Mile 104.61 Alexandria Sd	C.N.R.	80	14,280 00
One flasher in lieu of wig-wag	Bridge Street, Hastings, Mile 43.36 Campbellford Sd	C.N.R.	80	1,360 00
Four flashers in lieu of wig-wag	Keene Road, Peterboro, Mile 60.03 Peterboro Sd	C.N.R.	80	600 00
Two flashers in lieu of wig-wags	George and Romaine Streets, Peterboro, Mile 62.67 Campbellford Sd.	C.N.R.	80	2,720 00
Two flashers in lieu of wig-wag	1st crossing west of Lansdowne, Mile 146.7 Gananoque Sd	C.N.R.	80	1,360 00
Improve the approach grades	William Street, Cobourg	C.N.R.	80	1,360 00
Two flashers in lieu of wig-wags	Indian Creek Road, between the Twp. of Harwich and the City of Chatham	C. & O.	80	2,000 00
Two flashers, two gates and bell	Brock Street, Peterborough	C.N.R.	80	1,360 00
Four flashers in lieu of wig-wags	Boundary Road, Burlington, Twp. of Trafalgar, Mile 26.98 Oakville Sd	C.N.R.	80	38,480 00
	Simcoe and Charlotte Streets, Peterboro, Mile 63.55 Campbellford Sd	C.N.R.	80	2,720 00

STATEMENT 5—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION, IMPROVEMENTS TO VIEW AND GRADES OF APPROACH IN 1960—*Continued*

Protection	Location	Railway	Percent	Contribution
				$ cts.
	PROVINCE OF ONTARIO—(*Continued*)			
Two flashers in lieu of wig-wags	Hunter Street, Peterborough	C.N.R.	80	1,360 00
Four flashers in lieu of wig-wags	King & Sherbrooke Streets, Peterborough	C.N.R.	80	2,720 00
Two flashers in lieu of wig-wags	Reid Street, Peterborough, Mile 64.03 Campbellford Sd	C.N.R.	80	1,360 00
One flasher in lieu of wig-wag	Donegal Street, Peterborough, Mile 64.10 Campbellford Sd	C.N.R.	80	600 0n
Two flashers in lieu of wig-wags	Dalhousie Street, Peterborough, Campbellford Sd	C.N.R.	80	1,360 00
One flasher in lieu of wig-wag	Lyons Avenue, Twp. of York	C.N.R.	80	600 00
Improve approaches	Prospect Point Road, Ridgeway, Mile 8.88 Dunnville Sd	C.N.R.	80	2,225 28
Two flashers and bell	Prospect Point Road, Ridgeway, Mile 8.88 Dunnville Sd	C.N.R.	80	12,528 00
Two flashers and bell in lieu of wig-wags	Lansing Road, Oriole, Mile 12.78 Bala Sd	C.N.R.	80	5,800 00
Two flashers in lieu of wig-wags	Crossing at Jordan, Grimsby Sd	C.N.R.	80	1,360 00
One flasher in lieu of wig-wag	Park Street, Peterborough, Mile 30.53 Lakefield Sd	C.N.R.	80	600 00
Two flashers in lieu of wig-wags	Crossing at Vineland, Mile 18.93 Grimsby Sd	C.N.R.	80	1,360 00
One flasher in lieu of wig-wag	Brock Street, Uxbridge, Mile 28.53 Uxbridge Sd	C.N.R.	80	600 00
Improve approach grades	County Road No. 8, County of Essex, Mile 97.73 Windsor Sd	C.P.R.	80	4,060 36
One flasher in lieu of wig-wag	Wellington Street, Hamilton	C.N.R.	80	600 00
Two cantilever signals and bell in lieu of existing protection	Highway No. 3, Lot 7, Concession 8, Twp. of Yarmouth, Mile 32.8 St. Thomas Sd	C.P.R.	80	10,400 00
One flasher in lieu of wig-wag	Argyle Street, Peterborough, Mile 14.43 Lakefield Sd	C.N.R.	80	600 00
Two flashers in lieu of wig-wags	Eastern Avenue, Toronto	C.N.R.	80	1,360 00
Two flashers in lieu of wig-wags	Main Street, Stouffville, Mile 40.72 Uxbridge Sd	C.N.R.	80	1,360 00
Two flashers in lieu of wig-wags	Lansing Road, Agincourt, Mile 55.63 Uxbridge Sd	C.N.R.	80	1,360 00
Two flashers and bell in lieu of wig-wags	Township Road, north of Scotia, Mile 49.5 Huntsville Sd	C.N.R.	80	7,416 00
Two flashers and bell	Innes Road, Ottawa, Mile 131.73 Alexandria Sd	C.N.R.	80	10,160 00
Two flashers and bell	Bayview Road, Ottawa, Mile 0.1 Carleton Place Sd	C.P.R.	80	13,920 00
Two flashers and bell	Walkley Road, Ottawa, Mile 4.33 Beachburg Sd	C.N.R.	80	8,912 00
Two flashers and bell	Innes Road, Ottawa, Mile 83.62 M. & O. Sd	C.P.R.	80	7,280 00
Two flashers and bell	Michael Street, Ottawa, Mile 84.29 M. & O. Sd	C.P.R.	80	8,160 00
Improve approaches	Crossing between Lots 4 & 5, Con. 9, Twp. of East Whitby, Mile 59.49 Peterborough Sd	C.P.R.	80	5,093 28
Improve sight lines	Crossing in Lots 12 & 13, Con 13, Twp. of Colchester North, Mile 3.04 Amherstburg Sd	N.Y.C	80	110 00
Two flashers and bell	County Road No. 10, Cedar Springs, County of Kent, Mile 56.14 No. 1 Sd	C. & O.	80	5,680 00
Two flashers, two gates and bell with additional light units in lieu of two wig-wags and bell	Broadway Avenue, Twp. of Crowland, County of Welland, Mile 15.1 N.F. Main Line Sd	N.Y.C.	80	14,954 00
Two flashers, two short arm gates and bell	Shorncliffe Road, Twp. of Etobicoke, Mile 10.13 Galt Sd	C.P.R.	80	40,880 00
Two flashers and bell with additional lights	Silver Creek Road, Guelph, Mile 29.51 Fergus Sd	C.N.R.	80	8,312 00

Two flashers and bell	Brookfield Road, Ottawa, Mile 3.6 Beachburg Sd	C.N.R.	80	13,400 00
Two flashers and bell with additional lights	Silver Creek Road, Guelph, Mile 50.24 Brampton Sd	C.N.R.	80	15,200 00
Two flashers and bell	Highway No. 544, Levack Station, Mile 102.5 Cartier Sd	C.P.R.	80	6,800 00
Two flashers with modern circuiting in lieu of wig-wag	Yonge Street, Huntsville, Mile 33.69 Huntsville Sd	C.N.R.	80	6,800 00
Two flashers and bell in lieu of manually controlled gates	Prospect Street, Oshawa, Mile 71.4 Oshawa Sd	C.P.R.	80	7,840 00
Two flashers and bell with additional 2-unit signal	Pottery Road, Mun. Metro. Toronto, Mile 4.43 Bala Sd	C.N.R.	80	6,552 00
Two flashers and bell	Highway No. 24, Alton, Mile 30.08 Orangeville Sd	C.P.R.	80	10,080 00
Two flashers and bell in lieu of wig-wags	Ridge Road (Main Street), Ridgeway, Mile 9.04 Dunnville Sd	C.N.R.	80	9,744 00
Two flashers and bell	Hinchey Avenue, Ottawa, Mile 0.32 Carleton Place Sd	C.P.R.	80	11,040 00
Two flashers, two short arm gates and bell	Appleby Line Road, Burlington, Mile 28.25 Oakville Sd	C.N.R.	80	37,240 00
Two flashers and bell	Highway No. 617, Strathcona St., Stratton, Mile 124.5 Fort Frances Subd	C.N.R.	80	6,560 00
Two flashers, two gates and bell	Birchmount Road, Twp. of Scarborough, Mile 97.9 Oshawa Sd	C.P.R.	80	38,200 00
Two flashers and bell in lieu of wig-wag at each crossings	Elgin Street, St. Marys, Mile 11.27 Thorndale Sd., James Street, St. Marys, Mile 11.31 Thorndale Sd., Elizabeth Street, St. Marys, Mile 11.38 Thorndale Sd	C.N.R.	80	13,200 00
Three flashers and bell and two flashers and bell in lieu of wig-wag	Intersection of Mohawk Street (Mile 61.95), Cayuga Street (Mile 61.97) and Greenwich Street, Brantford, Waterford Sd	T.H. & B.	80	11,145 00
Two flashers and bell in lieu of wig-wag	Highway No. 2, Lot 27, Con. 2, Township of Sandwich, Mile 109.7 Windsor Sd	C.P.R.	80	11,600 00
Two flashers and bell	Highway No. 584, Nakina, Mile 1.25 Kowkash Sd	C.N.R.	80	8,696 00
Improve sight lines	Crossing between Cons. 10 & 11, Twp. of Rawdon, Mile 77.8 Havelock Sd	C.P.R.	80	2,340 00
Two flashers and bell, two short arm gates in lieu of existing protection (flashing lights)	Kennedy Road, Twp. of Scarborough, Mile 325.74 Oshawa Sd	C.N.R.	80	17,536 00
Two flashers and bell in lieu of existing protection (bell and danger sign)	Main Street, Markdale, Mile 44.16 Owen Sound Sd	C.P.R.	80	10,400 00
Two flashers and bell in lieu of wig-wags	Concession Road, near Bowmanville, Twp. of Darlington, Mile 64.4 Oshawa Sd	C.P.R.	80	4,400 00
Improve the approach grades	6th Concession Road, Twp. of Caradoc, Mile 14.37 Strathroy Sd	C.N.R.	80	2,640 00
Two flashers and bell	Highway No. 6, Parkhead, Mile 59.60 Owen Sound Sd	C.N.R.	80	8,264 00
Two flashers and bell in lieu of wig-wag	Beare Road, near Cherrywood, Twp. of Scarborough, Mile 90.0 Oshawa Sd	C.P.R.	80	3,680 00
One gate, two flashers and bell in lieu of wig-wags and bells	King Street, Highgate, Mile 89.6 No. 1 Sd	C. & O.	80	6,560 00
Two flashers and bell	County Road, Haleys, County of Renfrew, Mile 67.73 Chalk River Sd	C.P.R.	80	8,320 00
Two gates, two flashers, and bell, in lieu of wig-wags and bell	King Street, Highgate	N.Y.C.	80	12,758 00
Two flashers and bell in lieu of wig-wag	Bracebridge Road, north of Gravenhurst, Mile 0.41 Huntsville Sd	C.N.R.	80	9,504 00
Two flashers and bell	Highway No. 6, north of Varney, Mile 22.84 Durham Sd	C.N.R.	80	6,632 00
Two flashers and bell	Mount Albert Road, near Holland Landing, Mile 37.71 Newmarket Sd	C.N.R.	80	9,472 00
Two flashers and bell	Steeles Avenue, north of Elia, Twp. of North York, Mile 12.9 Newmarket Sd	C.N.R.	80	8,224 00
Two flashers and bell	Fourth Line East, near Malton, Twp. of Toronto, Mile 17.24 Brampton Sd	C.N.R.	80	9,040 00

STATEMENT 5—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION, IMPROVEMENTS TO VIEW AND GRADES OF APPROACH IN 1960—*Continued*

Protection	Location	Railway	Percent	Contribution
				$ cts.
	PROVINCE OF ONTARIO—(*Continued*)			
Two flashers and bell	Highway No. 9, Twp. of Minto, Mile 3.25 Durham Sd	C.N.R.	80	10,256 00
Two flashers and bell	Mount Albert Road, near Holland Landing, Mile 38.43 Newmarket Sd	C.N.R.	80	9,864 00
Two flashers and bell	Hopkins Street, Whitby, Mile 75.01 Oshawa Sd	C.P.R.	80	6,560 00
Improve sight lines	Highway between Cons. 13 and 14, Lot 14, Twp. of Rawdon, near Bonarlaw, Mile 26.31 Maynooth Sd	C.N.R.	80	762 38
Two flashers and bell	Fifth Line East, west of Malton, Twp. of Toronto, Mile 16.16 Brampton Sd	C.N.R.	80	6,576 00
Two flashers and bell in lieu of wig-wags	Highway No. 34, Main Street, Lancaster, Mile 53.70 Cornwall Sd	C.N.R.	80	1,360 00
Three flashers in lieu of wig-wags	Scugog Street, Bowmanville, Mile 61.74 Oshawa Sd	C.P.R.	80	4,400 00
One flasher in lieu of wig-wag	Highway No. 17, Carp, Mile 20.17 Renfrew Sd	C.N.R.	80	600 00
One flasher in lieu of wig-wag	Daniel Street, Arnprior, Mile 37.8 Renfrew Sd	C.N.R.	80	600 00
One flasher in lieu of wig-wag	Church Street, Carp, Mile 19.93 Renfrew Sd	C.N.R.	80	600 00
Two flashers and bell in lieu of wig-wag	Paget Street, Sundridge, Mile 71.0 Huntsville Sd	C.N.R.	80	8,320 00
Two flashers and bell in lieu of bell and danger sign	Carruthers Avenue, Ottawa, Mile 0.27 Carleton Place Sd	C.P.R.	80	2,400 00
Two flashers and bell with additional units	Highway No. 41, near Eganville, Mile 74.96 Renfrew Sd	C.N.R.	80	7,344 00
Two flashers and bell	Murray Street, Wallaceburg, Mile 40.8, No. 2 Sd	C. & O.	80	9,932 00
Two flashers and bell	County Road, Village of Arthur, Mile 19.66 Teeswater Sd	C.P.R.	80	7,920 00
Two flashers and bell	County Road, No. 2, Wellington, Mile 10.30 Picton Sd	C.N.R.	80	11,512 00
Approach grades	Singer Side Road, 1st crossing east of station at Cooks, Mile 50.20 Dunnville Sd	C.N.R.	80	1,662 14
Two flashers and bell in lieu of wig-wag	Highway No. 8 (Thorald Stone Rd.) Twp. of Stamford, Mile 1.21 Welland Sd	C.N.R.	80	5,760 00
Two flashers and bell	County Road No. 77, at Belwood, County of Wellington, Mile 17.53 Elora Sd	C.P.R.	80	8,240 00
Two flashers and bell in lieu of existing bell and danger sign	County Road No. 65 in Hillsburg, County of Wellington, Mile 7.87 Elora Sd	C.P.R.	80	7,840 00
Two flashers and bell	County Road No. 82 near Hillsburg, County of Wellington, Mile 7.52 Elora Sd	C.P.R.	80	7,920 00
Two gates, two flashers and bell	Bronte Street, near Milton, Mile 32.81 Galt Sd	C.P.R.	80	38,560 00
Two flashers and bell	Lawrence Avenue East, Toronto, Mile 1.1 Bala Sd	C.N.R.	80	6,480 00
Two flashers and bell	Township Road, Cedar Brae, Mile 49.2 Bala Sd	C.N.R.	80	9,528 00
Two flashers and bell	County Road No. 67, at Corwhin, Mile 23.09 Goderich Sd	C.P.R.	80	8,080 00
Two flashers and bell	Isabella Street, Parry Sound, Mile 23.65 Parry Sound Sd	C.P.R.	80	8,160 00
Improve grades	Isabella Street, Parry Sound, Mile 23.65 Parry Sound Sd	C.P.R.	80	3,342 68
Improve grades (S-W side C.N.R.) (N-E side C.P.R.)	Isabella Street, Parry Sound, Mile 3.10 Sudbury Sd. (C.N.) and 23.65 Parry Sound Sd. (C.P.)	C.N.R. C.P.R.	80	160 68
Two flashers and bell	Isabella Street, Parry Sound, Mile 3.10 Sudbury Sd	C.N.R.	80	10,240 00
Changes to circuits of automatic protection	Markham Road, Richmond Hill, Mile 20.85 Bala Sd	C.N.R.	80	240 00
Two flashers and bell	Hill Street, Fergus, Mile 46.56 Fergus Sd	C.N.R.	80	7,800 00

Two flashers and bell	St. George Street, Fergus, Mile 46.46 Fergus Sd	C.N.R.	80	7,720 00
Two flashers and bell	County Road No. 84, at Arkell, County of Wellington, Mile 27.06 Goderich Sd	C.P.R.	80	8,080 00
Two flashers and bell	Highway No. 48, Village of Markham, Mile 46.97 Uxbridge, Sd	C.N.R.	80	15,280 00
Two flashers and bell in lieu of existing protection	Pitt Street, Cornwall	C.N.R.	80	3,520 00
Two flashers and bell	Town Line (Seneca-Onondaga), Township of Seneca, Mile 61.52 Dunnville Sd	C.N.R.	80	9,464 00
Improve the approach grades	Breniff Side Road, Twp. of Plummer Additional, Mile 90.80 Thessalon Sd	C.P.R.	80	5,640 00
Two gates, two flashers and bell	Ontario Street, Milton, Mile 31.85 Galt Sd	C.P.R.	80	42,400 00
Two flashers and bell	Highway No. 539, west of Desaulniers, Mile 99.2 Alderdale Sd	C.N.R.	80	5,936 00
Two flashers and bell	County Road No. 28, (Victoria St.) County of Huron, in Gorrie, Mile 54.06 Teeswater Sd	C.P.R.	80	12,400 00
Two flashers and bell	Highway No. 90 (Mill St.) at Angus, Mile 10.65 Meaford Sd	C.N.R.	80	10,864 00
Relocate and modernize circuits of the protection	Highway No. 23, East of Listowel, Mile 29.24 Newton Sd	C.N.R.	80	4,080 00
Two gates, two flashers and bell	Burnhamthorpe Road West, at Erindale, Twp. of Toronto, Mile 17.98 Galt Sd	C.P.R.	80	36,080 00
Two flashers and bell	County Road No. 20, at Shedden, County of Elgin, Mile 118.4 Canadian Subdivision No. 1	C. & O.	80	6,168 00
Two flashers and bell	Walker Road, north of Harrow, Mile 18.2 No. 1 Sd	C. & O.	80	7,048 00
Two flashers and bell in lieu of existing wig-wags	Highway No. 98, Town of Blenheim, Mile 74.42 No. 1 Sd	C. & O.	80	2,624 00
Changes in protection	Raglan Street, Renfrew, Mile 59.08 Chalk River Sd	C.P.R.	80	5,120 00
Two flashers and bell	Highway No. 11, at Allandale, Mile 83.33 Milton Sd	C.N.R.	88	10,304 00
Two gates, two flashers and one bell	Main Street, near Milton, Twp. of Trafalgar, Mile 31.7 Galt Sd	C.P.R.	80	47,200 00
Two gates, two flashers and one bell	Midland Avenue, Twp. of Scarborough, Mile 96.67 Oshawa Sd	C.P.R.	80	35,120 00
Two short arm gates in addition to the existing protection	Tecumseh Road, near Puce, Mile 94.01 Chatham Sd	C.N.R.	80	18,480 00
Change in protection	Highway No. 46, at Lorneville, Mile 14.95 Midland Sd	C.N.R.	80	5,280 00
Improve approach grades	Between Con. 1 and 2, Lot 18, Twp. of Nassagawaya, Mile 21.18 Goderich Sd	C.P.R.	80	800 00
Two flashers and bell	Lindsay Street, (Hwy. 7B) Lindsay, Mile 86.27 Campbellford Sd	C.N.R.	80	9,408 00
Two flashers and bell	Queen Street, Brampton, Mile 7.48 Orangeville Sd	C.P.R.	80	10,000 00
Improve grades and sight lines	Crossing between Lot 87, Maitland Con., and Lot 21, Con. 2, Twp. of Goderich, Mile 38.41 Goderich Sd	C.N.R.	80	2,000 00
Two flashers, two short arm gates and bell in lieu of wig-wags	Martin St., Beachville, Co. of Oxford, Mile 54.41 Dundas Sd	C.N.R.	80	31,200 00
Improve sight lines	Garner Rd., Twp. of Stamford, Mile 6.35 Grimsby Sd	C.N.R.	80	720 00
Two flashers, two short arm gates and bell	County Road No. 6, west of Stoney Point, County of Essex, Mile 84.50 Chatham Sd	C.N.R.	80	23,344 00
Two gates in addition to existing protection	Haggerty Street, Newbury, Mile 33.83 Chatham Sd	C.N.R.	80	27,200 00
Two flashers and bell in lieu of wig-wag	Eric Street, Stratford, Mile 0.80 Thorndale Sd	C.N.R.	80	14,400 00
Changes in protection	Highway No. 47, Town of Stouffville, Mile 40.70 Uxbridge	C.N.R.	80	9,680 00
Improve the approach grades and the sight lines	6th Conc. Road, Twp. of Rochester, County of Essex, Mile 199.54 Main Line Sd	N.Y.C.	80	1,950 00
Improve the approach grades	Road between Cons. 7 & 8, Twp. of Sandwich South, Mile 218.24 Main Line Subdivision	N.Y.C.	80	3,715 00
Improve the approach grades and sight lines	Road between Cons. 8 & 9, Twp. of Sandwich South, Mile 217.12 Main Line Sd	N.Y.C.	80	1,790 00
Two gates, two flashers and bell in lieu of existing protection	Highway No. 2, Marysville, Mile 206.95 Gananoque Sd	C.N.R.	80	25,264 00

STATEMENT 5—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION, IMPROVEMENTS TO VIEW AND GRADES OF APPROACH IN 1960—*Continued*

Protection	Location	Railway	Percent	Contribution
				$ cts.
	PROVINCE OF ONTARIO—(*Concluded*)			
Two gates, two flashers and two bells in lieu of existing manually operated gates	Highway No. 6, in Jarvis, Mile 62.71 Cayuga Sd	C.N.R.	80	25,920 00
Two flashers and bell at each crossing	Twp. Road, Twp. of Innisfil, Mile 74.73 Milton Sd., Highway No. 27, near Thornton, Mile 74.70 Milton Sd	C.N.R.	80	10,696 00
Improve the approach grades and the sight lines	Road between Cons. 12 & 13, Lots 11 and 12, Twp. of Colchester North, Mile 3.55 Amherstburg Sd	N.Y.C.	80	2,600 00
Two flashers and bell at each crossing	Pim Street, Sault Ste. Marie, Mile 130.93 Thessalon Sd., Church St., Sault Ste. Marie, Mile 130.87 Thessalon Sd	C.P.R.	80	11,440 00
Changes in protection	Queen Street, Chatham, Mile 64.46 Windsor Sd	C.P.R.	80	11,840 00
Two flashers and bell	Highway No. 24, south of Guelph, Mile 25.93 Fergus Sd	C.N.R.	80	7,016 00
Two flashers and bell with special circuits	Cartier Street, Casselman, Mile 104.50 Alexandria Sd	C.N.R.	80	14,400 00
Two flashers and bell	County Road No. 18, County of Elgin, Mile 12.15 Chatham Sd	C.N.R.	80	11,840 00
Approach grades and sight lines	Township Road, in Lot 13, Conc. 1, Dawson Road Lots, Mile 1.76 Graham Sd	C.N.R.	80	2,400 00
Two gates, two flashers and bell	7th Line Road, County of Halton, at Hornby, Mile 27.57 Galt Sd	C.P.R.	80	39,200 00
Two flashers and bell	County Road No. 20, Co. of Elgin, Mile 9.62 Chatham Sd	C.N.R.	80	8,216 00
Change in protection	Highway No. 17, in Arnprior, Mile 36.8 Renfrew Sd	C.N.R.	80	560 00
Two gates, two flashers and bell in lieu of existing protection	First crossing east of Grimsby Beach Station, Twp. of North Grimsby, Mile 25.52 Grimsby Sd	C.N.R.	80	26,640 00
Two flashers and bell	County Road No. 27, County of Middlesex, West of Thorndale, Mile 23.28 Thorndale Sd	C.N.R.	80	10,264 00
Two flashers and bell	County Road No. 27, County of Middlesex, West of Kelley's, Mile 17.70 Thorndale Sd	C.N.R.	80	11,880 00
Two flashers and bell	County Road No. 27, County of Middlesex, East of Thorndale, Mile 19.09 Thorndale Sd	C.N.R.	80	9,840 00
Two gates, two flashers (8 flashing units) and two bells	Walsh Street, Fort William, Mile 4.8 Kashabowie Sd	C.N.R.	80	12,880 00
Two gates, two flashers and bell	Brown Street, Fort William, Mile 5.39 Kashabowie Sd	C.N.R.	80	12,800 00
Two gates, two flashers and bell	Edward Street, Fort William Mile 5.25 Kashabowie Sd	C.N.R.	80	12,320 00
Two flashers and bell	County Road No. 27, County of Middlesex, East of Kelley's, Mile 17.01 Thorndale Sd	C.N.R.	80	11,656 00
Approach grades	River Road, Twp. of Howard, Mile 47.67 Chatham Sd	C.N.R.	80	3,080 00
Approach grades	Scane Sideroad, Twp. of Howard, Mile 49.80 Chatham Sd	C.N.R.	80	2,545 00
Two gates, two flashers and bell in lieu of existing protection	Strachan Avenue, Toronto	C.N.R. & C.P.R.	80	12,120 00
Two gates, two flashers and bell	Gardiner Road, Twp. of Kingston, Mile 178.05 Gananoque Sd	C.N.R.	80	25,008 00
Two flashers and bell	Durham Road, north of Walkerton, County of Bruce, Mile 23.05 Southampton Sd	C.N.R.	80	7,912 00

Approach grades and sight lines	Road between Lots 45 and 46, Con. 1 NDR, Twp. of Brant, County of Bruce, Mile 32.35 Walkerton Sd	C.P.R.	80	2,560 00
Two flashers and bell	Diltz Road, Twp. of Moulton, Mile 34.71 Cayuga Sd	C.N.R.	80	9,416 00
Improve the circuits	Highway No. 69, north of Sudbury, Mile 4.83 Sudbury Terminal Subd	C.N.R.	80	608 00
Two flashers and bell	Township Road, East of Delhi, Twp. of Windham, Mile 81.30 Cayuga Sd	C.N.R.	80	8,000 00
Approach grades and sight lines	Township Road, near Trenton, Township of Sidney, Mile 229.31 Oshawa Sd	C.N.R.	80	1,320 00
Approach grades	East Moira Street, Belleville, Mile 221.14 Oshawa Sd	C.N.R.	80	9,250 00
Approach grades and sight lines	No. 4 Side Road, between Lots 4 and 5, Con. 4, Twp. of Caradoc, Mile 19.66 Windsor Sd	C.P.R.	80	1,850 00
Two gates, two flashers and bell in lieu of existing flashers	River Road, at Coyle, Mile 1.10 Welland Sd	T.H. & B.	80	14,080 00
Two gates, two flashers and bell in lieu of existing flashers and bell	Parkdale Avenue, Hamilton, Mile 39.5 Grimsby Sd	C.N.R.	80	18,400 00
	Adjustments made to cover increased grants for projects approved prior to 1960			25,498 69
			Total	$ 1,892,136 49
	PROVINCE OF QUEBEC			
Two flashers and bell in lieu of wig-wag	Fourth Range Road, west of St. Cyrille, Mile 93.7 Drummondville Sd	C.N.R.	80	6,680 00
Two flashers and bell	Notre Dame Street, in the Village of Ste. Thecle, Mile 25.42 Grand'-Mere Sd	C.N.R.	80	9,600 00
Two gates, two flashers and bell	Rabastaliere Street, St. Bruno de Montarville, Mile 62.33 St. Hyacinthe Sd	C.N.R.	80	24,976 00
Two flashers and bell in lieu of wig-wag	Highway 2-C, east of Allenby (formerly Petite Riviere) Mile 4.80 Lairet Sd	C.N.R.	80	5,952 00
Two flashers and bell in lieu of existing protection	Highway No. 2, 1st. crossing east of Deschambault Station, Mile 32.34 LaTuque Sd	C.N.R.	80	5,656 00
Two flashers and bell	Lacadie Station Road	C.N.R.	80	8,384 00
Two flashers and bell	Market Street, Acton Vale, Mile 22.18 St. Hyacinthe Sd	C.N.R.	80	9,920 00
Two flashers and bell	Frederic Street, Acton Vale, Mile 22.38 St. Hyacinthe Sd	C.N.R.	80	9,360 00
Two flashers and bell with additional light units	St. Andre Boulevard, Acton Vale, Mile 22.10 St. Hyacinthe Subd	C.N.R.	80	13,920 00
Two flashers and bell	2nd crossing east of Station at St. Cecile, Mile 46.86 Alexandria Sd	C.N.R.	80	6,816 00
Two flashers and bell	Highway No. 20, St. Germain, Mile 107.9 Drummondville Sd	C.N.R.	80	9,760 00
Two flashers and bell	Pere Marquette Street, Trois Rivieres, Mile 1.53 St. Maurice Valley Sd	C.P.R.	80	6,880 00
Two flashers and bell	Highways Nos. 13 and 34, St. Gregoire le Grand, Mile 32.39 Yamaska Sd	C.N.R.	80	8,144 00
Three flashers and bell in lieu of wig-wag	Highway No. 3, St. Gregoire le Grand, Mile 32.14 Yamaska Sd	C.N.R.	80	7,080 00
Two flashers and bell in lieu of wig-wag	Highway No. 15(Church St.) Point au Pic, Mile 85.82 Murray Bay Sd	C.N.R.	80	5,600 00
	Bonaventure Road, Charlesbourg West, Mile 5.8 Batiscan Sd	C.N.R.	80	6,064 00

STATEMENT 5—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION, IMPROVEMENTS TO VIEW AND GRADES OF APPROACH IN 1960—*Continued*

Protection	Location	Railway	Percent	Contribution
				$ cts.
	PROVINCE OF QUEBEC—(*Concluded*)			
Two flashers and bell	11th Range Road, Pointe du Lac, Mile 72.59 Three Rivers Sd	C.P.R.	80	7,320 00
Two flashers and bell	Montee St. Hermas, St. Andrews East, Mile 16.53 Grenville Sd	C.N.R.	80	7,152 00
Two flashers and bell in lieu of light and bell	Church Street, Chateauguay, Mile 13.48 Adirondack Sd	N.Y.C.	80	5,610 00
Two flashers, two gates and bell	Canal Range Road, St. Bruno de Montarville, Mile 63.81 St. Hyacinthe Sd	C.N.R.	80	15,328 00
Two flashers and bell	Delage Road, St. Basile, Mile 129.52 Quebec Sd	C.P.R.	80	8,840 00
Two flashers and bell	Lake St. Joseph Road, Parish of St. Augustin de Portneuf, Mile 7.08 La Tuque Sd	C.N.R.	80	7,296 00
Two flashers and bell in lieu of wig-wags	St. Jean Street, Yamachiche, Mile 67.43 Three Rivers Sd	C.P.R.	80	5,680 00
Two flashers and bell	Craig's Road, Parish of St. Nicholas South, Mile 12.62 Drummondville Sd	C.N.R.	80	11,104 00
Two flashers and bell	Highway No. 3, Village of Yamaska East, Mile 5.53 Yamaska Subd	C.N.R.	80	8,400 00
Two flashers and bell	St. Philippe Road, Brownsburg, Mile 48.65 Lachute Sd	C.P.R.	80	10,720 00
Two flashers and bell	Highway No. 8, Calumet, Mile 58.82 Lachute Sd	C.P.R.	80	10,320 00
Two flashers and bell	Highway No. 1, Village of Robertsonville, Mile 74.63 Quebec Sd	Q.C.R.	80	9,840 00
Improve approaches	Paul Lemay Range Road, Ste. Angele de Premont, Mile 71.38 Grand'Mere Sd	C.N.R.	80	1,600 00
Two flashers and bell	6th Range Road, near Ste. Margerite, Mile 33.80 Ste. Agathe Sd	C.P.R.	80	9,120 00
Two flashers and bell in lieu of one wig-wag and bell	Cote de la Reserve, Chicoutimi, Mile 114.0 Jonquiere Sd	C.N.R.	80	5,480 00
One flasher in lieu of one wig-wag	Prouty's Crossing, near Waterville, Mile 39.37 Sherbrooke Sd	C.N.R.	80	600 00
Two flashers and bell in lieu of manually controlled flashers	Bourbonniere Street, Montreal, Mile 9.63 Longue Pointe Sd	C.N.R.	80	9,864 00
Two flashers in lieu of two wig-wags	2nd Crossing east of Lennoxville Station, Mile 43.52 Sherbrooke Sd	C.N.R.	80	1,360 00
One flasher in lieu of one wig-wag	Mill Street, Windsor Mills, Mile 61.28 Sherbrooke Sd	C.N.R.	80	600 00
Two flashers and bell	Highway No. 8, west of Pointe au Chene, Mile 66.67 Lachute Sd	C.P.R.	80	7,200 00
Two flashers and bell	Main Street, East Broughton, Mile 84.68 Quebec Sd	C.P.R.	80	10,800 00
Two gates, two flashers and bell	Highway No. 21, 1st crossing east of St. Basile Station, Mile 59.03 St. Hyacinthe Sd	C.N.R.	80	22,480 00
Two gates, two flashers and bell	Grand Range Road, Parish of St. Thomas d'Aquin, Mile 43.27 St Hyacinthe Sd	C.N.R.	80	20,320 00
Two flashers in lieu of wig-wags	Chambly Road, St. Hubert, Mile 66.47 St. Hyacinthe Sd	C.N.R.	80	1,360 00
Two flashers in lieu of wig-wags	Desormeaux Street, Montreal, Mile 5.78 Longue Pointe Sd	C.N.R.	80	1,360 00
Two flashers in lieu of wig-wags	Cadillac Street, Montreal, Mile 7.93 Longue Pointe Sd	C.N.R.	80	1,360 00
Two flashers in lieu of wig-wag	Highway No. 2, Maskinonge, Mile 58.39 Trois-Rivieres Sd	C.P.R.	80	4,520 00
Two flashers in lieu of wig-wags	De la Rousseliere St., Pointe aux Trembles, Mile 0.85 Longue Pointe Sd	C.N.R.	80	1,360 00
Two gates, two flashers and bell	Station Road, St. Basile le Grand, Mile 59.36 St. Hyacinthe Sd	C.N.R.	80	27,424 00
Two flashers and bell	Highway No. 55, Parish of Chambord, Mile 68.65 Jonquiere Sd	C.N.R.	80	8,080 00

Two flashers and bell	Highway No. 1, north of Tring Junction, Mile 90.42 Quebec Sd	Q.C.R.	80	9,440 00
Two flashers and bell	Caron Street, Lauzon, Mile 112.38 Montmagny Sd	C.N.R.	80	8,240 00
Two flashers and bell in lieu of mechanical gates . . . and two flashers and bell (lead track)	Moreau Street, Montreal, Mile 10.5 Longue Pointe Sd. . . . and lead track to C.P.R. Yard	C.N.R.	80	32,800 00
Two flashers and bell in lieu of mechanical gates, also crossing of C.P.R. Lead	Prefontaine Street, Montreal, Mile 10.34 Longue Pointe Sd	C.N.R.		
Two flashers and bell	Range St. Joseph Rd., Ste. Perpetue, Mile 84.95 Drummondville Sd	C.N.R.	80	10,760 00
Two flashers and bell	Highway No. 62A, near Lorrainville, Mile 101.29 Temiskaming Sd	C.P.R.	80	9,680 00
Two flashers and bell	Highway No. 62A, near Lorrainville, Mile 100.63 Temiskaming Sd	C.P.R.	80	11,120 00
Two flashers and bell	Rang St. Pierre de la Cabane Ronde Road, St. Henri de Mascouche, Mile 14.78 Three Rivers Sd	C.P.R.	80	8,080 00
Two flashers and bell	Highway No. 6, Mun. of Petit-Pabos, Mile 49.72 Chandler Sd	C.N.R.	80	8,000 00
Two flashers and bell	Highway No. 45, west of Fisher, Mile 28.44 Amos Sd	C.N.R.	80	9,840 00
Two flashers and bell	11th Range Road, Mun. of St. Pierre de Broughton, Mile 79.55 Quebec Sd	Q.C.R. (C.P.R.)	80	9,600 00
Two flashers and bell	Lake Magantic Road, Scotstown, Mile 24.68 Megantic Sd	C.P.R.	80	10,240 00
Two flashers and bell	Demontigny Street, Ste. Agathe des Monts, Mile 43.6 Ste. Agathe Sd	C.P.R.	80	11,680 00
Two flashers and bell in lieu of existing wig-wags	Crossing west of Bristol Station, Mile 47.95 Beachburg Sd	C.N.R.	80	9,864 00
Two flashers and bell	Grande Ile Avenue, Salaberry de Valleyfield, Mile 61.60 Alexandria Sd	C.N.R.	80	13,600 00
Six flashers and bell	Lac Sergent Road, Ste. Catherine, Mile 22.94 Batiscan Sd	C.N.R.	80	9,096 00
Two gates, two flashers and bell in lieu of existing protection (wigwag)	De Martigny Boulevard, St. Jerome, Mile 31.17 Montfort Sd	C.N.R.	80	14,216 00
Two flashers and bell	Station Road, in the Village of St. Hilaire, Mile 53.34 St. Hyacinthe Subd	C.N.R.	80	27,200 00
Improve the easterly approach grade (track being relocated)	Hamford Street, between Lachute and Ayersville, Mile 45.11 Lachute Sd	C.P.R.	80	14,988 00
Two flashers and bell	Ste. Anne Avenue, City of Chicoutimi, Mile 114.74 Jonquiere Sd	C.N.R.	80	6,760 00
Two flashers and bell	Montee Louis Rivet, Parish of l'Epiphanie, Mile 24.07 Trois Rivieres Subd	C.P.R.	80	9,360 00
Four gates, four flashers, two bells, in lieu of the existing protection	St. Barthelemi Road, in St. Barthelemi, Mile 52.28 Three Rivers Sd	C.P.R.	80	10,000 00
Change in protection	St. Henri Place, Montreal, Mile 1.64 Cornwall Sd	C.N.R.	80	20,776 00
Two flashers and bell	Convent Street, Montreal, Mile 1.57 Cornwall Sd	C.N.R.	80	10,992 00
Two gates, two flashers and bell	Highway No. 28, Parish of Courcelles, Mile 30.02 Megantic Sd	Q.C.R.	80	7,980 00
Change in protection	10th Street, Village of Charny, Mile 8.15 Drummondville Sd	C.N.R.	80	21,792 00
Two flashers and bell	St. Francois Street, Town of La Tuque, Mile 122.07 La Tuque, Sd	C.N.R.	80	16,360 00
Two flashers and bell	1st crossing east of Brie Station, St. Damien, Mile 54 60 Armagh Sd	C.N.R.	80	9,040 00
	Pointe-Bleue Road, Parish of Roberval, Mile 13.33 Roberval Sd	C.N.R.	80	8,976 00
	Adjustments made to cover increased grants for projects approved prior to 1960			22,289 30
			Total...	$ 760,059 30

STATEMENT 5—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION, IMPROVEMENTS TO VIEW AND GRADES OF APPROACH IN 1960—*Continued*

Protection	Location	Railway	Percent	Contribution
				$ cts.
	PROVINCE OF NEW BRUNSWICK			
Four flashers and two bells	Highway No. 24, Millville and Howland Ridge Road, Mileages, 20.52 and 20.54 Gibson Sd	C.P.R.	80	21,040 00
Two flashers and bell	Highway No. 8, Upper Blackville, Mile 31.68 Nashwaak Sd	C.N.R.	80	6,240 00
Two flashers and bell	Five Fingers Road, near St. Quentin, Mile 63.84 St. Quentin Sd	C.N.R.	80	7,440 00
Two flashers and bell	St. Leolin Road, St. Leolin, Mile 32 14 Caraquet Sd	C.N.R.	80	7,520 00
Two flashers and bell	Highway No. 11, near Tracadie, Mile 72.10 Caraquet Sd	C.N.R.	80	7,600 00
Two flashers and bell in lieu of wig-wag and bell	Pollett River Road (Pleasant Street), Petitcodiac, Mile 20.51 Sussex Sd	C.N.R.	80	9,520 00
Two flashers and bell	Wades Street, Petitcodiac, Mile 20.77 Sussex Sd	C.N.R.	80	8,160 00
Two flashers and bell	Prince William Road, near Prince William Station, Mile 70.97 Saint John Sd	C.P.R.	80	7,760 00
Two flashers and bell	Benton Road, near Benton Station, Mile 33.03 Shogomoc Sd	C.P.R.	80	8,320 00
Two flashers and bell in lieu of wig-wag and bell	Route 2A, near Bayard, Queens County, Mile 22.54 Saint John Sd	C.P.R.	80	6,080 00
Two flashers and bell in lieu of wig-wag and bell	Highway No. 2, Inman, Mile 97.23 Shogomoc Sd	C.P.R.	80	8,160 00
Two flashers and bell in lieu of wig-wag	Route No. 7, Andover, County of Victoria, Mile 101.46 Shogomoc Sd	C.P.R.	80	10,160 00
Two flashers and bell	Highway No. 2, St. Leonards, Mile 105.39 St. Quentin Sd	C.N.R.	80	9,600 00
Two flashers and bell in lieu of wig-wag and bell	Highway No. 11, Richardsville, Mile 104.30 Bathurst Sd	C.N.R.	80	8,800 00
Two flashers and bell in lieu of bell and danger sign	Ferry Road, Westfield, Mile 13.54 Saint John Sd	C.P.R.	80	5,800 00
Two flashers and bell	Highway No. 20, Parish of Baker Lake, Mile 25.50 Glendyne Sd	C.N.R.	80	9,120 00
Two flashers and bell	Highway No. 2, near Woodstock, Mile 50.62 Shogomoc Sd	C.P.R.	80	7,200 00
Two flashers and bell	Road to Carleton Co-operative Ltd., in Florenceville, Mile 76.20 Shogomoc Sd	C.P.R.	80	7,120 00
Change in protection (Automatic in lieu of manual flashers)	Main Street and Raynes Avenue, Lancaster, Mile 0.26 West Saint John Sd	C.P.R.	80	11,360 00
Two flashers and bell	Highway No. 8, Town of Marysville, Mile 108.08 Nashwaak Sd	C.N.R.	80	8,000 00
Two flashers and bell with extra units	Highway No. 17, St. Quentin, Mile 65.09 St. Quentin Sd	C.N.R.	80	10,560 00
Two flashers and bell	Public Road, Fredericton, Mile 19.42 Fredericton Sd	C.P.R.	80	7,120 00
	Adjustments made to cover increased grants for projects approved prior to 1960			8,070 37
			Total...	200,750 37
	PROVINCE OF NOVA SCOTIA			
Two flashers and bell	Hollowell Grant Road, Town of Antigonish, Mile 83.44 Hopewell Sd	C.N.R	80	8,800 00
Two flashers and bell	Haliburton Crossing, Harris Road, Mile 66.75 Oxford Sd	C.N.R	80	8,560 00

Two flashers and bell	Trunk No. 3, Yarmouth, Mile 101.04 Yarmouth Sd	C.N.R.	80	7,920 00
Two flashers and bell	(Port Clyde Crossing), Port LaTour, Shelburne County, Mile 76 Yarmouth Subd	C.N.R.	80	7,040 00
Two flashers and bell	Denmark Road, Colchester County, Mile 41.9 Oxford Sd	C.N.R.	80	7,120 00
Two flashers and bell	Victoria Road, Bridgewater, Lunenburg County, Mile 80.45 Chester Sd	C.N.R.	80	6,720 00
Two flashers and bell	Trunk No. 10, Lunenburg County, Mile 17.73 Middleton Sd	C.N.R.	80	7,920 00
Two flashers and bell	Mill Village-Port Medway Road, Queens County, Mile 100.45 Chester Subd	C.N.R.	80	6,880 00
Two flashers and bell	Rear Brierly Brook Road, Antigonish County, Mile 77.63 Hopewell Sd	C.N.R.	80	9,040 00
Two flashers and bell	Trunk No. 6, Colchester County, Mile 32.85 Oxford Sd	C.N.R.	80	8,560 00
Two flashers and bell in lieu of one bell	Taylor Road, Antigonish County, Mile 90.95 Hopewell Sd	C.N.R.	80	9,280 00
Two flashers and bell	"Saulnierville Crossing", Amirault Road, County of Yarmouth, Mile 54.0 Yarmouth Sd	C.P.R.	80	8,400 00
Two flashers and bell	Ellershouse Crossing, Hants County, Mile 23.28 Halifax Sd	D.A.R.	80	9,840 00
Two flashers and bell	Torbrook Road, County of Annapolis, Mile 27.19 Kentville Sd	D.A.R.	80	8,960 00
Two flashers and bell	Cambridge Road, Kings County, Mile 7.05 Kentville Sd	D.A.R.	80	8,680 00
Two flashers and bell	"Woodville Crossing", Milford-Windsor via Gore Road, Hants County, Mile 10.92 Truro Sd	D.A.R.	80	6,760 00
Two flashers and bell	"Port Hood Crossing", Trunk No. 19, Inverness County, Mile 26.78 Inverness Sd	C.N.R.	80	7,520 00
Two flashers and bell	Trunk No. 4 (River Tillard Crossing), Mile 23.30 St. Peter's Sd	C.N.R.	80	8,000 00
Two flashers and bell	Smith Road, Cumberland County, Mile 73.08 Springhill Sd	C.N.R.	80	9,520 00
Two flashers and bell	"Patrice Crossing", Patrice Road, Digby County, Mile 50.21 Yarmouth Sd	D.A.R.	80	8,400 00
Two flashers and bell	Leonard Road, Annapolis County, Mile 39.31 Kentville Sd	D.A.R.	80	8,240 00
Two flashers and bell	West Chezzetcook-Lawrencetown Road, Halifax County, Mile 39.38 Dartmouth Sd	C.N.R.	80	8,800 00
Two flashers and bell	"Falconer Crossing", near Eureka, Mile 36.10 Hopewell Sd	C.N.R.	80	7,680 00
Two flashers and bell in lieu of bell and danger sign	Main Street, Sydney Mines, Mile 96.43 Sydney Sd. and tracks of Old Sydney Collieries	C.N.R. (Dom. Coal Co.)	80	10,320 00
Improve grades	Park Street, Bible Hill, County of Colchester, Mile 1.4 Springhill Sd	C.N.R.	80	2,240 00
Approach grades and sight lines (crossing being relocated from Mile 89.44)	Italy Cross to Petite Riviere Road, at Italy Cross, Mile 89.53 Chester Sd	C.N.R.	80	18,400 00
	Adjustments made to cover increased grants for projects approved prior to 1960			6,067 94
		Total		225,667 94
	PROVINCE OF PRINCE EDWARD ISLAND			
Two flashers and bell	Carleton, Mile 10.31 Borden Sd	C.N.R.	80	7,256 00
		Total		7,256 00

STATEMENT 5—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION, IMPROVEMENTS TO VIEW AND GRADES OF APPROACH IN 1960—*Concluded*

Protection	Location	Railway	Percent	Contribution
				$ cts.
	PROVINCE OF NEWFOUNDLAND			
Two flashers and bell	St. John's, Mile 3.03 St. John's Sd	C.N.R.	80	8,000 00
		Total		8,000 00
		Grand Total		3,935,578 10

STATEMENT 6—

Showing projects approved in 1960 but cost reserved and no contribution made from the Railway Grade Crossing Fund.

Subway on St. Patrick Street, Montreal, Que., C.N.R.
Overhead bridge on Trans Canada Highway, Symington Yard, St. Boniface, Man., C.N.R.

STATEMENT 7—

The following grade separations were approved during the year and contributions towards the cost could not be made from the Railway Grade Crossing Fund under the terms of Section 265 of the Railway Act:

Overhead bridge over the C. & O. Railway on Highway No. 401, in the Twp. of Harwich, mile 13.98 No. 2 Subd., Ont.
Overhead bridge across the C.P.R., mile 3.40 New Westminster Subd., B.C.
Overhead bridge over the C.P.R., mile 110.12 Windsor Subd., and the Essex Terminal Rly., at mile 3.5 Main Line Subd., on Highway 3B, in the Twp. of Sandwich West, Ont.
Overhead bridge over the C.N.R., at Shubenacadie, mile 40.37 Bedford Subd., N.S.
Overhead bridge over the A.C. & H.B. Rly., at mile 0.98 Sault Ste. Marie Subd., Ont.
Overhead bridge over the C.N.R., at mile 114.45 Yale Subd., B.C.
Overhead bridge over the C.N.R. on Highway No. 401, Twp. of Southwald, mile 11.50 Chatham Subd., Ont.
Overhead bridge over the C.P.R. on the Trans Canada Highway, mile 51.24 Mountain Subd., B.C.
Overhead bridge over the C.N.R. near Wellington, County of Halifax, mile 24.09 Bedford Subd., N.S.
Subways (2) over the C.N.R. on Boulevard de l'Acadie, Montreal, Que.
Overhead bridge over the C.N.R. on Highway No. 16A in Parish of St. Dominique de Jonquiere, mile 107.24 Jonquiere Subd., Que.
Subway under relocated track of the C.N.R. on Woodbine Ave., Mun. of Metro. Toronto, mile 9.2 Bala Subd., Ont.
Overhead bridge over the C.N.R. and The Toronto Harbour Commissioners Rly. on the F. G. Gardiner Expressway, in the City of Toronto, Ont.
Overhead bridge over the C.P.R. on the Trans Canada Highway, mile 77.86 Thompson Subd., B.C.
Overhead bridge over the C.P.R. on the F. G. Gardiner Expressway, Toronto, near mile 0.68 Queen's Wharf Branch, Ont.
Overhead bridge over the C.P.R. on Highway No. 18, Town of St. Vincent de Paul, mile 3.86 Trois Rivieres Subd., Que.
Subway under the C.P.R. on their yard roadway at mile 87.3 Peterborough Subd., Ont.
Overhead bridge over the C.N.R. on Harwood Ave., Ajax, mile 309.25 Oshawa Subd., Ont.
Overhead bridge over the C.N.R. at mile 23.12 Cornwall Subd. and over the C.P.R. at mile 17.76 Winchester Subd., in the Municipalities of Terrace Vaudreuil and Pincourt Village, Que.
Overhead bridge over the C.N.R. on Highway No. 401, Twp. of Charlottenburg, mile 63.17 Cornwall Subd., Ont.
Subway under the C.N.R., at mile 113.43 Jonquiere Subd., Que.
Overhead bridge over the C.N.R. on Basil St., Warwick, mile 62.95 Danville Subd., Que.
Subway under the C.P.R., on Highway No. 17, Twp. of Maria, mile 38.02 North Bay Subd., Ont.
Subway under the C.P.R. on Rue des Chenaux, Three Rivers, mile 83.5 Quebec Subd., Que.
Subway under the N. St. C. & T. Rly., on Chestnut Street, Merritton, mile 2.66 Welland Subd., Ont.
Overhead bridge over the C.P.R. on Highway No. 401, Twp. of Cornwall, mile 24.4 Cornwall Subd., Ont.
Overhead bridge over the C.P.R., on the access Road to Highway No. 8, Kitchener, Ont.
Overhead bridge over the C.N.R., Toronto Terminal Project Access Line, on Highway No. 400, Twp. of Vaughan, Ont.
Overhead bridge over the C.N.R., Toronto Terminal Project Access Line on Keele St., Twp. of Vaughan, Ont.
Overhead bridge over the C.N.R., Toronto Terminal Project Access Line on Highway No. 7, Twp. of Vaughan, Ont.
Overhead bridge over the C.P.R. on Highway No. 2, mile 0.64 on the branch line which commences at mile 11.8 Red Deer Subd., Alta.
Overhead bridge over the C.P.R. in the Twp. of Vespra, mile 72.68 MacTier Subd., Ont.
Overhead bridge over the C.P.R. on Garrison Road, Toronto, near mile 0.68 Queen's Wharf Branch, Ont.

STATEMENT 8—

The following installations of automatic protection were approved during the year and contributions towards the cost could not be made from the Railway Grade Crossing Fund, under the terms of Section 265 of the Railway Act:

Two flashers and bell at private crossing of the C.P.R. at Thurso, mile 91.05 Lachute Subd., Quebec.

Two flashers and bell at crossing of the C.N.R. on Alexander Street, Valleyfield, Quebec.

Four flashers and two bells at crossing of the C.N.R. on Highway No. 401, Township of Waterloo, mile 8.4 Waterloo Subd., Ontario.

Two flashers and bell at crossing of the C.N.R. on private road of the Steel Company of Canada, mile 26.57 Sorel Subd., Quebec.

Two flashers and bell at private crossing of the C.N.R. at Coldbrook, N.B.

Two flashers and bell at crossing of the C.N.R. on Blackfoot Trail, Calgary, mile 135.2 Drumheller Subd., Alberta.

Two short arm gates, two flashers and bell at crossing of the C.P.R. on Pere Daniel Street, Three Rivers, mile 81.2 Trois Rivieres Subd., Quebec.

Two flashers and bell at crossing of the Lakeburn Spur Line of the C.N.R. at mile 0.50 Springhill Subd., N.B.

Two flashers and bell with short track circuits in lieu of existing manually controlled protection at crossing of the C.P.R. on Beaubien Street, Montreal, mile 5.42 Park Avenue Subd., Quebec.

Two flashers and bell at crossing of the C.P.R. in the Parish of Lincoln, mile 17.04 Fredericton Subd., N.B.

Two flashers and bell at crossing of the C.N.R. on Innes Road, Ottawa, mile 1.25 Russell Lead, Ontario.

Two flashers and bell at crossing of the C.N.R. on Lapiniere Road, Brossard, Quebec.

Two flashers and bell at crossing of the C.P.R. on MacLeod Trail, Calgary, mile 4.42 MacLeod Subd., Alberta.

Two flashers and bell at crossing of the C.N.R. on Normandie Boulevard, Longueuil, Quebec.

Two flashers and bell at crossing of the T.H. & B. Railway at Brantford, mile 60.75 Waterford Subd., Ontario.

STATEMENT 9—THE STATEMENT BELOW SHOWS THE DIFFERENT WORKS WHICH WERE APPROVED FOR CONSTRUCTION BY ORDER OF THE BOARD ON RECOMMENDATION OF THE ENGINEERING DEPARTMENT AFTER STUDY OF THE APPLICATIONS AND PLANS, CHECKING OF ESTIMATES, INVESTIGATION OF COMPLAINTS AND ACCIDENTS, AND IN MANY CASES INSPECTION ON THE GROUND AND CONFERENCES WITH THE INTERESTED PARTIES, DURING THE YEAR 1960

	Highway Crossing Approved	Highway Crossings Closed	Pedestrian Crossings	Construction and Operation of Branch lines and Industrial Spurs	Operation over and under bridges	Railway Bridges	Location of Railway Lines	Relocation of Railway Lines	Opening for carriage of traffic (Railways)	Abandonment of Railway Lines	Crossings protected by Flagmen	Approval of C.T.C. and Block Signals	Interlocking Plants and Changes to Interlockers	Operation through Interlockers	Exemption from Fencing and Cattle Guards	Less than Standard Clearances	Water, Gas Lines, etc., over and under Railways	Mining under Railways	Relocation and/or widening of crossings	Installation of flashing light signals and bell	Installation of short arm gates and bell	Construction and reconstruction of overhead bridges and subways	Changes to circuits, etc., of automatic protections	Tunnels	Installation of flashing light signals and bell in lieu of existing protections	Installation of short arm gates and bell in lieu of existing protections	Railway or Highway Diversions	Improvements to view and Grades of Approach	Conversion of Wig Wag Signals to Flashers	Location of Telephone Lines	Totals
British Columbia	26	7	2	9	14	5	2	1	....	....	....	....	1	....	2	3	1	....	2	19	2	10	3	....	1	....	1	....	....	....	112
Alberta	45	11	1	28	11	1	3	1	1	....	....	....	1	2	24	2	....	....	18	30	....	9	2	....	2	1	....	1	....	....	194
Saskatchewan	32	150	1	10	1	....	....	....	....	2	....	2	4	....	41	....	....	....	26	18	1	4	5	....	2	....	....	1	....	....	300
Manitoba	14	103	2	13	4	8	....	2	1	2	....	1	1	....	20	....	....	....	32	20	5	2	3	....	....	....	....	....	....	....	234
Ontario	49	143	4	16	33	3	1	3	....	3	7	9	4	5	3	7	8	1	32	87	16	44	39	3	25	16	2	26	30	1	620
Quebec	20	10	3	6	9	....	1	3	1	1	1	5	3	2	2	4	7	2	21	51	7	15	10	....	13	2	1	2	7	2	211
New Brunswick	7	19	....	1	8	....	....	2	....	1	....	3	....	....	....	....	1	....	2	18	....	2	....	....	7	....	2	....	....	....	73
Nova Scotia	5	3	....	3	6	....	....	....	....	....	....	....	....	....	1	....	....	....	1	22	....	2	1	....	2	....	2	2	....	....	50
Prince Edward Island	....	6	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	8
Newfoundland	....	3	1	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1	....	....	....	....	2	....	....	....	10
Totals	198	455	14	86	88	17	7	12	3	10	8	20	14	9	93	16	17	3	134	267	31	89	63	3	52	19	11	33	37	3	1,812

APPENDIX C—OPERATING

STATEMENT No. 1.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED ON RAILWAYS UNDER THE BOARD'S JURISDICTION FOR YEAR ENDED DECEMBER 31st, 1960

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Canadian National	2	297	18	635	149	414	1,029	169	1,346
Canadian Pacific		284	10	805	86	254	1,230	96	1,343
Algoma Central & Hudson Bay		1		6			7		7
Chesapeake & Ohio					4	7	6	4	7
Dominion Atlantic		1		3		2	6		6
Esquimalt & Nanaimo		1		6	2	3	10	2	10
Essex Terminal				8			8		8
Grand Falls Central						3	3		3
Grand River					2	1	2	2	1
Great Northern		2		3	2	5	12	2	10
Lake Erie & Northern						2	2		2
London & Port Stanley						1	1		1
Midland Rly. of Manitoba						1	1		1
Napierville Junction		4					4		4
New York Central				4	3	5	10	3	9
Nipissing Central	1					1	2	1	1
Northern Alberta		1		54	2	3	56	2	58
Oshawa						1	1		1
Quebec Central		2		5	3	7	15	3	14
Sydney & Louisburg				1	1		2	1	1
Toronto, Hamilton & Buffalo		2		7		8	13		17
Toronto Terminals				3			3		3
Totals	3	595	28	1,540	254	718	2,423	285	2,853

STATEMENT No. 2.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31st, 1960

Classification of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Derailment	.....	6	4	33	.....	4	18	4	43
Collision head-on	1	126	4	35	.....	2	7	5	163
Collision rear-end	.....	20	1	11	.....	.....	6	1	31
Collision, Miscellaneous	.....	.....	.....	5	.....	.....	2	.....	5
Collision with cars account open switch	.....	12	.....	.....	.....	.....	1	.....	12
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards	.....	.....	.....	6	.....	.....	5	.....	6
Sideswipe	.....	8	.....	8	.....	.....	2	.....	16
Public highway crossing protected by gates—manual	.....	.....	.....	.....	4	2	6	4	2
Public highway crossing protected by gates—automatic	.....	.....	.....	.....	4	11	9	4	11
Public highway crossing protected by bell	.....	.....	.....	.....	.....	5	4	.....	5
Public highway crossing protected by bell and wigwag	.....	.....	.....	4	12	38	34	12	42
Public highway crossing protected by flashing lights and bell	.....	.....	.....	5	15	67	60	15	72
Public highway crossing unprotected	.....	3	1	41	136	452	360	137	496
Private crossing	.....	.....	.....	3	18	47	44	18	50
Trespassing	.....	.....	.....	.....	60	77	135	60	77
Working on or about engine	.....	.....	.....	28	.....	.....	28	.....	28
Miscellaneous	.....	13	2	249	4	6	273	6	268
Adjusting couplers, coupling and uncoupling	.....	.....	.....	33	.....	.....	33	.....	33
Run down by engine or car between stations	.....	.....	1	1	.....	.....	2	1	1
Handcar—accidents caused by hand-car, motor or velocipede	.....	.....	.....	171	.....	.....	125	.....	171
Handcar, motor-car, velocipede struck by train	.....	.....	3	18	.....	.....	16	3	18
Crossing between cars	.....	.....	.....	7	.....	.....	7	.....	7
Struck by engine or cars on adjoining track	.....	.....	.....	4	.....	.....	4	.....	4
Struck by switch stand, water spout, mail crane or other projection	.....	.....	.....	6	.....	.....	6	.....	6
Crushed between cars and buildings, lumber piles	.....	.....	.....	9	.....	.....	9	.....	9
Locomotive accidents where defect involved	.....	.....	.....	4	.....	.....	3	.....	4
Getting on and off passenger trains	.....	75	.....	.....	.....	.....	75	.....	75
Rock slides, or other obstructions on track	.....	11	.....	1	.....	.....	2	.....	12
Rough coupling	.....	11	.....	43	.....	1	32	.....	55
Riding on pilot or footboard of engine	.....	.....	1	1	.....	.....	2	1	1
Obstructions, overhead and on ground	.....	.....	.....	13	.....	1	14	.....	14
Repairing cars on repair track when moved	.....	.....	.....	1	.....	.....	1	.....	1
Falling off top of car	.....	.....	1	8	.....	.....	9	1	8
Application and handling of air brakes, starting and stopping of trains, adjusting slack	.....	31	.....	125	.....	.....	133	.....	156
Employees getting off train	.....	.....	.....	205	.....	.....	205	.....	205
Employees boarding train	.....	.....	2	75	.....	.....	77	2	75
Slipping on ice	.....	.....	.....	53	.....	.....	53	.....	53

STATEMENT No. 2.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31st, 1960—*Concluded*

Classification of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Doors closing and other minor accidents in baggage cars and coaches	.....	271	.....	68	.....	2	341	.....	341
Run down by engine or cars at stations or in yards	1	.....	4	18	.....	.....	23	5	18
Caught by engine or car while throwing switch	.....	.....	.....	1	.....	.....	1	.....	1
Slipping or falling off side or end ladders of cars	.....	.....	.....	55	.....	.....	55	.....	55
Handbrake—accidents while working handbrake	.....	.....	1	86	.....	1	88	1	87
Handling freight or baggage	.....	.....	.....	21	.....	.....	21	.....	21
Loading and unloading O.C.S. materials	.....	.....	.....	19	.....	.....	19	.....	19
Work train equipment	.....	.....	2	10	.....	.....	10	2	10
Cars moved while being loaded or unloaded	.....	.....	.....	1	.....	1	1	.....	2
Carmen working on or under cars on running track when moved	.....	.....	.....	1	.....	.....	1	.....	1
Coupling or uncoupling hose	.....	.....	.....	21	.....	.....	21	.....	21
Turning angle-cock	.....	.....	.....	6	.....	.....	6	.....	6
Loads shifting in transit or switching	.....	.....	.....	6	.....	.....	6	.....	6
Falling or jumping off passenger train between stations	1	6	.....	1	.....	.....	8	1	7
Cars running away not under control	.....	1	1	8	.....	.....	7	1	9
Individual derailment of equipment in yard tracks	.....	.....	.....	4	.....	.....	4	.....	4
Accident as a result of train breaking in two	.....	1	.....	8	1	1	9	1	10
Totals	3	595	28	1,540	254	718	2,423	285	2,853

STATEMENT No. 3—NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1960

Classification of Accident	C.N.R.			C.P.R.			Miscellaneous railways			Total		
	Accidents	Killed	injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Derailment	15	4	36	3	.....	7	.....	.....	.....	18	4	43
Collision head-on	7	5	163	.....	.....	.....	.....	.....	.....	7	5	163
Collision rear-end	4	1	25	2	.....	6	.....	.....	.....	6	1	31
Collision, miscellaneous	2	.....	5	.....	.....	.....	.....	.....	.....	2	.....	5
Collision with cars account open switch	.....	.....	.....	1	.....	12				1	.....	12
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards	3	.....	4	2	.....	2	.....	.....	.....	5	.....	6
Sideswipe	1	.....	14	1	.....	2	.....	.....	.....	2	.....	16
Public highway crossing protected by gates—manual	1	1	.....	5	3	2	.....	.....	.....	6	4	2
Public highway crossing protected by gates—automatic	4	3	7	4	1	3	1	.....	1	9	4	11
Public highway crossing protected by bell	1	.....	1	2	.....	3	1	.....	1	4	.....	5
Public highway crossing protected by bell and wigwag	13	4	12	11	4	18	10	4	12	34	12	42
Public highway crossing protected by flashing lights and bell	32	11	37	22	4	28	6	.....	7	60	15	72
Public highway crossing unprotected	200	81	292	129	49	173	31	7	31	360	137	496
Private crossing	30	14	35	13	4	14	1	.....	1	44	18	50
Trespassing	81	33	48	46	21	26	8	6	3	135	60	77
Working on or about engine	15	.....	15	12	.....	12	1	.....	1	28	.....	28
Miscellaneous	95	3	92	151	1	150	27	2	26	273	6	268
Adjusting couplers, coupling and uncoupling	18	.....	18	14	.....	14	1	.....	1	33	.....	33
Run down by engine or car between stations	.....	.....	.....	2	1	1	.....	.....	.....	2	1	1
Handcar—accidents caused by hand-car, motor or velocipede	49	.....	67	60	.....	85	16	.....	19	125	.....	171
Handcar, motor-car, velocipede struck by train	7	2	5	9	1	13	.....	.....	.....	16	3	18
Crossing between cars	1	....	1	6	.....	6	.....	.....	.....	7	.....	7
Struck by engine or cars on adjoining track	3	.....	3	1	.....	1	.....	.....	.....	4	.....	4
Struck by switch stand, water spout, mail crane or other projection	4	.....	4	2	.....	2	.....	.....	.....	6	.....	6
Crushed between cars and buildings, lumber piles	4	.....	4	4	.....	4	1	.....	1	9	.....	9
Locomotive accidents where defect involved	1	.....	2	2	.....	2	.....	.....	.....	3	.....	4
Getting on and off passenger trains	25	.....	25	45	.....	45	5	.....	5	75	.....	75
Rock slides, or other obstructions on track	1	.....	1	1	.....	11	.....	.....	.....	2	.....	12
Rough coupling	15	.....	25	16	.....	29	1	.....	1	32	.....	55
Riding on pilot or footboard of engine	1	1	.....	1	.....	1	.....	.....	.....	2	1	1
Obstructions, overhead and on ground	4	.....	4	10	.....	10	.....	.....	.....	14	.....	14
Repairing cars on repair track when moved	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Falling off top of car	2	.....	2	5	1	4	2	.....	2	9	1	8

STATEMENT No. 3—NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1960 *Concluded*

Classification of Accident	C.N.R.			C.P.R.			Miscellaneous railways			Total		
	Accidents	Killed	injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Application and handling of air brakes, starting and stopping of trains, adjusting slack	56	.....	63	74	.....	89	3	.....	4	133	.....	156
Employees getting off train	54	.....	54	136	.....	136	15	.....	15	205	.....	205
Employees boarding train	16	.....	16	56	2	54	5	.....	5	77	2	75
Slipping on ice	22	.....	22	28	.....	28	3	.....	3	53	.....	53
Doors closing and other minor accidents in baggage cars and coaches	129	.....	129	204	.....	204	8	.....	8	341	.....	341
Run down by engine or cars at stations or in yards	11	2	9	9	3	6	3	.....	3	23	5	18
Caught by engine or car while throwing switch	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Slipping or falling off side or end ladders of cars	19	.....	19	35	.....	35	1	.....	1	55	.....	55
Handbrake—accidents while working handbrake	22	.....	22	59	1	58	7	.....	7	88	1	87
Handling freight or baggage	10	.....	10	10	.....	10	1	.....	1	21	.....	21
Loading and unloading O.C.S. materials	6	.....	6	9	.....	9	4	.....	4	19	.....	19
Work train equipment	6	2	6	3	.....	3	1	.....	1	10	2	10
Cars moved while being loaded or unloaded	1	.....	2	.....	.....	.....	.....	.....	.....	1	.....	2
Carmen working on or under cars on running track when moved	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Coupling or uncoupling hose	16	.....	16	5	.....	5	.....	.....	.....	21	.....	21
Turning angle-cock	1	.....	1	5	.....	5	.....	.....	.....	6	.....	6
Loads shifting in transit or switching	1	.....	1	5	.....	5	.....	.....	.....	6	.....	6
Falling or jumping off passenger train between stations	3	.....	3	4	.....	4	1	1	.....	8	1	7
Cars running away not under control	5	1	7	2	.....	2	.....	.....	.....	7	1	9
Individual derailment of equipment in yard tracks	3	.....	3	1	.....	1	.....	.....	.....	4		4
Accidents as a result of train breaking in two	7	1	8	2	.....	2	.....	.....	.....	9	1	10
Totals	1,029	169	1,346	1,230	96	1,343	164	20	164	2,423	285	2,853

STATEMENT No. 4—PARTICULARS OF ALL HIGHWAY CROSSING ACCIDENTS WITH DESCRIPTION OF PROTECTION OR NON-PROTECTION IN EFFECT FOR THE YEAR ENDED DECEMBER 31st, 1960

—	Newfoundland			Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Totals		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
Gates, Manual	....	....	....	....	....	....	....	....	....	....	....	....	2	2	....	3	1	2	....	....	....	....	....	....	....	....	....	1	1	....	6	4	2
Gates, Automatic	....	....	....	....	....	....	....	....	....	....	....	....	2	1	1	5	3	8	1	....	1	....	....	....	....	....	....	1	....	1	9	4	11
Bell	....	....	....	....	....	....	....	....	....	....	....	....	2	....	3	2	....	2	....	....	....	....	....	....	....	....	....	....	....	....	4	....	5
Bell and Wigwag	....	....	....	....	....	....	1	1	....	2	....	2	5	1	6	25	10	33	....	....	....	....	....	....	1	....	1	....	....	....	34	12	42
Flashing lights and bell	....	....	....	....	....	....	1	1	....	1	....	1	19	9	19	23	4	26	5	....	10	1	....	1	6	1	7	4	....	8	60	15	72
Unprotected	9	1	29	1	....	1	7	1	9	11	6	16	78	35	95	150	47	183	28	7	41	22	8	28	33	29	69	21	3	25	360	137	496
Totals	9	1	29	1	....	1	9	3	9	14	6	19	108	48	124	208	65	254	34	7	52	23	8	29	40	30	77	27	4	34	473	172	628

	1956	1957	1958	1959	1960
Number of accidents which occurred at crossings protected by Gates, Manual	10	3	9	12	6
Number of accidents which occurred at crossings protected by Gates, Automatic	4	6	7	5	9
Number of accidents which occurred at crossings protected by Bell	8	6	7	2	4
Number of accidents which occurred at crossings protected by Bell and Wigwag	48	58	38	44	34
Number of accidents which occurred at crossings protected by Flashing Light Signals and Bell	66	53	54	62	60
Number of accidents which occurred at crossings protected by Other Types of Protection	1	2	.....	.....	.....
Number of accidents which occurred at crossings protected by Watchman	3	2	1	1	.....
Number of accidents which occurred at crossings Unprotected	458	453	400	420	360
Totals	598	583	516	546	473

STATEMENT NO. 5.—HIGHWAY CROSSING ACCIDENTS BY PROVINCES FOR 5 YEAR PERIOD—1956 TO 1960 INCLUSIVE

	Newfoundland	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Totals
1956	8	6	14	24	127	246	30	41	62	40	598
1957	9	5	16	16	129	267	32	26	48	35	583
1958	4	1	15	12	117	248	28	24	43	24	516
1959	7	4	17	17	114	239	43	38	38	29	546
1960	9	1	9	14	108	208	34	23	40	27	473

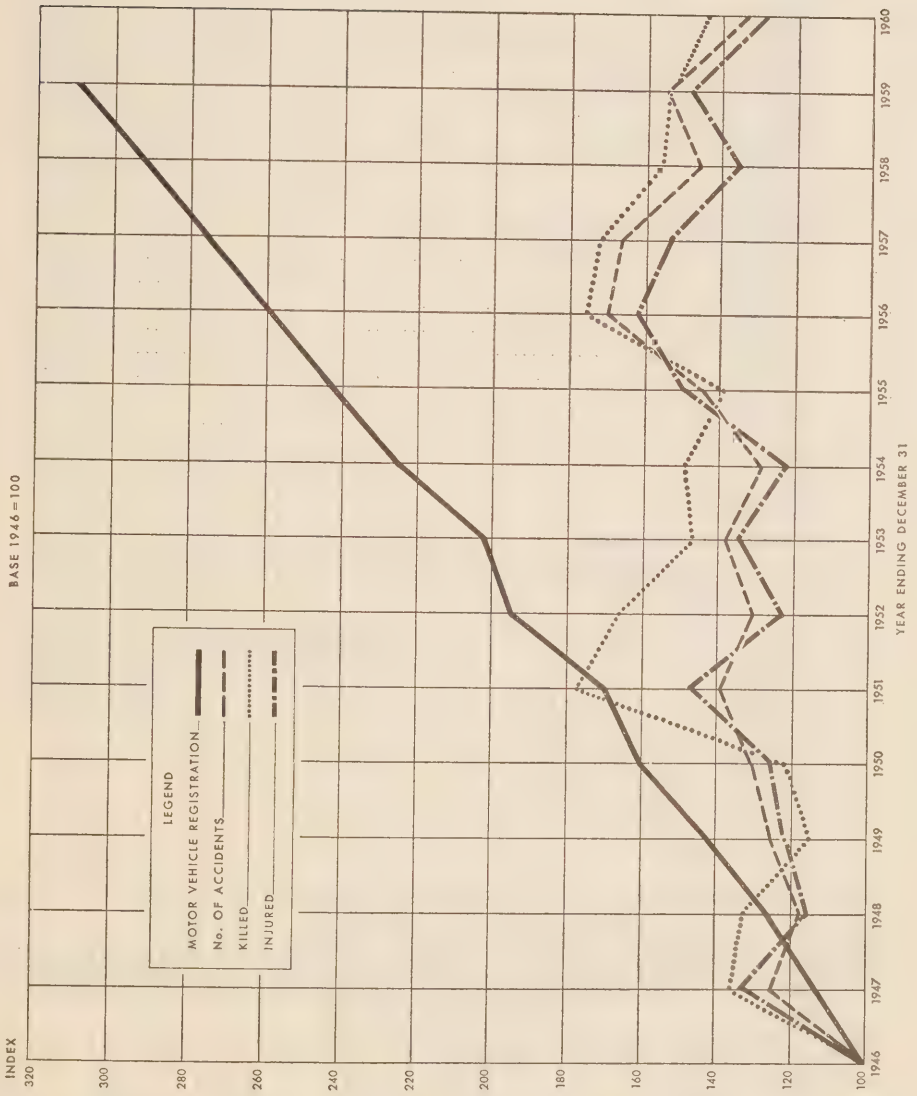
STATEMENT No. 6.—CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1960

—	Accidents	Killed	Injured
Motor Vehicles Struck by Train			
Daylight hours	188	96	265
Night hours	100	26	127
Totals	288	122	392
Horse-Drawn or Other Vehicles Struck by Train			
Daylight hours	3	1	2
Night hours			
Totals	3	1	2
Pedestrians Struck by Train			
Daylight hours	23	13	11
Night hours	3	2	1
Totals	26	15	12
Motor Vehicles Running into Side of Train			
Daylight hours	67	13	78
Night hours	73	20	117
Totals	140	33	195
Accidents in which Track Cars Involved			
Daylight hours	15	1	26
Night hours			
Totals	15	1	26
Other Types of Accidents			
Daylight hours	1		1
Night hours			
Totals	1		1
Total Number of Accidents			
Daylight hours	297	124	383
Night hours	176	48	245
Grand Totals	473	172	628

STATEMENT No. 7—HIGHWAY CROSSING ACCIDENTS AND MOTOR VEHICLE REGISTRATIONS—10 YEAR PERIOD 1951 TO 1960 INCLUSIVE

Year	Accidents	Killed	Injured	Motor Vehicle Registrations
1951	490	213	714	2,672,420
1952	463	201	598	3,155,824
1953	487	177	656	3,430,672
1954	454	179	596	3,644,589
1955	510	167	729	3,948,652
1956	598	212	785	4,226,474
1957	583	206	752	4,459,595
1958	516	188	660	4,719,474
1959	546	185	717	5,017,686
1960	473	172	628	

STATEMENT No. 8—INDEXES OF MOTOR VEHICLE REGISTRATIONS AND HIGHWAY CROSSING ACCIDENTS 1946-1960—BOARD OF TRANSPORT COMMISSIONERS FOR CANADA—OPERATING BRANCH



STATEMENT No. 9—DEFECTS ON FREIGHT CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31, 1960

Classification	No. of Defects
Handholds	356
Sill steps	292
Ladders	164
Running boards	460
Safety bars, door locks, end gates and catches, latches, etc	37
Miscellaneous safety appliances	13
Coupler improper height above rails	18
Coupler and pin	28
Knuckle and knuckle pin	2
Draft-gear, yoke, springs, plates, etc	246
Carrier iron	37
Operating lever	393
Buffers, face plates and diaphragms, curtains, etc	10
Miscellaneous draft gear defects	1
Handbrake	599
Foundation brake gear equipment	284
Piping, fittings, valves and reservoirs	317
Air brake equipment	481
Periodic testing, cleaning, etc	502
Improper piston travel	1,981
Center sill	18
Longitudinal sill	1
Side sill	2
Cross bearer	7
Body bolster	7
Miscellaneous underframe	10
Car over-due for reweighing (out of date for tare)	205
Sheathing defects—wood or metal units	5
Floor and roofing	42
Doors, side or end hoppers, hatches and their openers, fasteners, levers, etc	56
Miscellaneous car body	154
All wheel defects	120
Boxes over-due for repack or inspection	238
Journal box and solid bearings	77
Truck side frame	67
Center casting, side bearing, bolster, etc	342
Truck spring defects	175
Miscellaneous truck defects	27
Total Defects	7,774

NUMBER OF FREIGHT CARS INSPECTED, SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS ALSO NUMBER OF CARS INSPECTED FOR OVERDUE FOR WEIGHING FOR TARE AND IMPROPER PISTON TRAVEL FOR THE YEAR ENDED DECEMBER 31st, 1960

Railway	Total Cars Inspected	Total Cars Defective	Total No. of Defects	Cars Overdue Tare	Inspected Improper Piston Travel
Canadian National	43,313	3,651	4,407	6,208	15,926
Canadian Pacific	28,281	2,446	2,891	4,655	11,104
Miscellaneous	5,516	413	476	1,525	2,058
Totals	77,110	6,510	7,774	12,388	29,088

OPERATING

STATEMENT No. 10—DEFECTS ON PASSENGER CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1960

Classification	No. of Defects
Handholds	26
Sill steps	5
Safety bars, door locks, end gates and catches, latches, etc	11
Miscellaneous safety appliances	3
Coupler improper height above rails	2
Coupler and coupler pin	3
Draft gear defects, Yoke, Springs, Plates, etc	2
Carrier Iron	15
Operating lever	3
Buffers, face plates and diaphragms, curtains, etc	96
Handbrake equipment	80
Foundation brake gear equipment	32
Piping, fittings, valves and reservoirs	21
Air brake equipment	93
Periodic testing, cleaning, etc	48
Improper piston travel	59
Train signal line apparatus	7
Miscellaneous defect to Brake Equipment	1
Doors, fasteners, levers, etc	22
Miscellaneous car body defects	1
All wheel defects	2
Boxes over-due for repack or inspection	39
Journal box and solid bearings	14
Truck side frame	24
Center casting, side bearing, bolster, etc	7
Truck Spring	14
Miscellaneous truck defects	8
Filters, fans, strainers, intakes, ducts, etc	2
Miscellaneous air conditioning equipment	2
Steam line	23
Generator and associated parts	25
Batteries, battery holders	18
Jumper and receptacles, wiring defects	12
Gas holders and connections, piping fittings, gauges, emergency keys, mantles and globes, etc	16
Failure of Lighting Systems	6
Car unclean or unsanitary	2
Miscellaneous Defects Lighting Systems	17
Unsafe conditions of seats, parcel racks, berths, etc	53
Drinking water and water raising systems	44
Emergency tools	146
Miscellaneous interior passenger train cars	9
Total Defects	1,013

NUMBER OF PASSENGER CARS INSPECTED, SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CARS INSPECTED FOR IMPROPER PISTON TRAVEL FOR THE YEAR ENDED DECEMBER 31st, 1960

Railway	Total Cars Inspected	Total Cars Defective	Total No. of Defects	Cars Inspected: Improper Piston Travel
Canadian National	4,792	513	683	1,270
Canadian Pacific	2,905	272	330	449
Totals	7,697	785	1,013	1,719

STATEMENT No. 11.—DEFECTS ON STEAM LOCOMOTIVES REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1960

Classification	No. of Defects
Inspections or test not made as required	1
Safety appliances	21
Brake equipment	21
Driving engine and tender truck wheels; centers, tires and axles	14
Lights	4
Draft-gear and draw-gear	32
Whistles (horns), bells	9
Springs and spring rigging	26
Sanders	1
Cabs, cab windows, etc	5
Fire protective appliances	3
Gauges—steam and air	3
Boiler shell, steam dome, etc	2
Firebox sheets	4
Crown bolts, stay bolts	2
Water glass	6
Gauge cocks	1
Blow-off cocks	2
Plugs and studs	2
Washout plugs and pads	2
Injectors, feed-water pumps and appurtenances	9
Safety valves	19
Steam pipes	6
Steam and oil valves	1
Reversing gear	1
Cross-heads, guides, pistons and rods	4
Cylinders, saddles, steam chests, cylinder cocks	9
Driving boxes, shoes and wedges, and cellars	4
Side rods and crank pins	3
Valve motion	6
Frames	3
Trucks	7
Truck-tender	5
Frames-tender	14
Tenders	15
Total Defects	267

NUMBER OF STEAM LOCOMOTIVES INSPECTED, SHOWING ENGINES DEFECTIVE AND NUMBER OF DEFECTS FOR YEAR ENDED DECEMBER 31st, 1960

Railway	Locomotives Inspected	Locomotives Defective	Total Defects
Canadian National	54	18	30
Canadian Pacific	104	48	89
Miscellaneous	134	48	148
Totals	292	114	267

STATEMENT No. 12.—DEFECTS ON LOCOMOTIVES OTHER THAN STEAM REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1960

Classification	No. of Defects
Inspections and tests not made as required	18
Safety appliances	659
Brake Equipment	1,505
Wheels, centers, tires and axles	92
Lights	280
Draft-gear	122
Whistles (horns), bells	63
Springs and spring riggings	9
Sanders	235
Cabs, cab windows, etc	371
Badge Plates	1
Gauges—steam and air	5
Electric meters—(indicating devices)	3
Train communicating signal	10
Running defects—enroute inspections	3
Trucks	559
Internal combustion engines	1,792
Main generator	1
Traction motors	21
Circuits, terminals, cables	36
Circuit breakers, switches, contactors	2
Control equipment	53
Auxiliary electrical machinery	1
Fire extinguishers, fire fighting equipment	17
Fuel supply	714
Batteries	5
Accident prevention—cleanliness	1,008
Miscellaneous—diesel-electric locomotives	35
Steam generators	9
Steam separators	4
Feedwater system and appurtenances	13
Water tanks	7
Safety Valves	5
Steam lines and connections	16
Electric circuits	2
Essential controls	12
Steam generator fuel system	3
Auxiliary equipment	1
Miscellaneous—steam generators	1
Total Defects	7,693

NUMBER OF LOCOMOTIVES OTHER THAN STEAM INSPECTED, SHOWING ENGINES DEFECTIVE AND NUMBER OF DEFECTS FOR YEAR ENDED DECEMBER 31st, 1960

Railway	Locomotives Inspected	Locomotives Defective	Total Defects
Canadian National	4,753	1,850	4,752
Canadian Pacific	2,887	1,155	2,587
Miscellaneous	612	166	354
Total	8,252	3,171	7,693

STATEMENT No. 13—SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD, 1960

——	Canadian Pacific (Atlantic Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Canadian National (Atlantic Region) (a)	Canadian National (Central Region)	Canadian National (Western Region)	Miscellaneous (b)	Totals
Fires of Railway Origin—									
Number by Causes									
Locomotive Class A fires	1	2	2	110	4	11	2	2	134
Locomotive Class B fires	.....	2	2	61	6	6	10	1	88
Locomotive Class C fires	.....	.....	1	11	1	.....	3	3	19
Employees, Class A fires	.....	.....	.....	1	1	1	.....	.....	3
Employees, Class B fires	.....	3	1	5	2	5	4	1	21
Employees, Class C fires	.....	.....	.....	.....	2	.....	1	2	5
Fusees, Class A fires	.....	.....	.....	4	.....	10	5	1	20
Fusees, Class B fires	.....	.....	.....	.....	2	1	2	1	6
Fusees, Class C fires	.....	.....	1	.....	.....	1	.....	.....	2
Burning smoking materials from trains, Class A	1	.....	.....	2	15	5	1	.....	24
Burning smoking materials from trains, Class B	.....	1	1	.....	8	1	1	.....	12
Burning smoking materials from trains, Class C	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Class A	2	2	2	117	20	27	8	3	181
Total Class B	.....	6	4	66	18	13	17	3	127
Total Class C	.....	.....	2	11	3	1	4	5	26
	2	8	8	194	41	41	29	11	334
Areas burned (Acres)									
Young forest growth	.10	1.00	100.00	295.20	27.00	60.77	12.75	8.00	504.82
Merchantable timber	.....	2.00	346.00	1,398.25	32.00	31.51	72.75	33.25	1,915.76
Slashing or old burn	.....	2.20	.....	712.72	23.00	272.20	.....	192.00	1,202.12
Other classes of land	.16	12.01	11.15	361.70	510.77	8.05	181.29	52.51	1,137.64
Total	.26	17.21	457.15	2,767.87	592.77	372.53	266.79	285.76	4,760.34
Value of Property destroyed	$	$	$	$	$	$	$	$	$
Young forest growth	2.50	11.20	910.00	5,880.00	300.00	664.24	170.00	87.25	8,025.19
Standing Timber	.....	1.70	7,650.00	1,394.75	11.00	2,017.34	172.70	273.56	11,521.05
Forest Products	.....	.....	.....	78.85	12.00	1,325.00	.....	355.00	1,770.85
Other Property	.....	.....	20.00	1,986.00	25.00	148.00	2,212.50	.88	4,392.38
Total	2.50	12.90	8,580.00	9,339.60	348.00	4,154.58	2,555.20	716.69	25,709.47
Known Causes Other Than Railway									
Campers and travellers, Class A	.....	1	.....	4	3	7	2	1	18
Campers and travellers, Class B	.....	1	1	.....	6	1	3	.....	12
Campers and travellers, Class C	.....	.....	1	.....	1	.....	1	.....	3

Settlers, Class A									
Settlers, Class B							1		1
Settlers, Class C									
Other known causes, Class A				5	3	1		1	10
Other known causes, Class B				2	4	1	1		8
Other known causes, Class C					1				1
Total, Class A		1		9	6	8	2	2	28
Total, Class B		1	1	2	10	2	5		21
Total, Class C			1		2		1		4
Total		2	2	11	18	10	8	2	53
Areas Burned (Acres)									
Young forest growth					4.75				4.75
Merchantable timber					.25		.50		.75
Slashing or old burn			7.00		3.35	.01	7.00		17.36
Other classes of land		3.03	30.00	9.00	438.50	1.76	37.87		520.16
Total		3.03	37.00	9.00	446.85	1.77	45.37		543.02
Value of Property Destroyed	$	$	$	$	$	$	$	$	$
Young forest growth					11.50				11.50
Standing timber					10.00		2.00		12.00
Forest products				.45					.45
Other property			100.00			8,004.90	101.55		8,206.45
Total			100.00	.45	21.50	8,004.90	103.55		8,230 40
Fires of Unknown Origin									
Class A				5	10	4	1		20
Class B	1		4	2	11		6	1	25
Class C					3		1		4
Total	1		4	7	24	4	8	1	49
Areas burned (Acres)									
Young forest growth				.16	77.50			1.00	78.66
Merchantable timber									
Slashing or old burn					27.60		1.80		29.40
Other classes of land	3.00		20.00	4.50	31.81	.10	41.00		100.41
Total	3.00		20.00	4.66	136.91	.10	42.80	1.00	208.47
Value of property destroyed	$	$	$	$	$	$	$	$	$
Young forest growth					310.00				310.00
Standing timber									
Forest products				.20	8.00				8.20
Other property	6.00				50.00		101.00		157.00
Total	6.00			.20	368.00		101.00		475.20

STATEMENT No. 13—SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD, 1960—*Concluded*

—	Canadian Pacific (Atlantic Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Canadian National (Atlantic Region) (a)	Canadian National (Central Region)	Canadian National (Western Region)	Miscellaneous (b)	Totals
Grand Totals for All Causes (Number)									
Total of all Classes A	2	3	2	129	36	39	11	5	227
Total of all Classes B	1	7	9	70	39	15	28	4	173
Total of all Classes C	.....	.....	3	11	8	1	6	5	34
Total of all fires reported	3	10	14	210	83	55	45	14	434
Areas burned (Acres)									
Young forest growth	.10	1.00	100.00	295.36	109.25	60.77	12.75	9.00	588.23
Merchantable timber	.....	2.00	346.00	1,398.25	32.25	31.51	73.25	33.25	1,916.51
Slashing or old burn	.....	2.20	7.00	712.72	53.95	272.21	8.80	192.00	1,248.88
Other classes of land	3.16	15.04	61.15	375.20	981.08	9.91	260.16	52.51	1,758.21
Total	3.26	20.24	514.15	2,781.53	1,176.53	374.40	354.96	286.76	5,511.83
Value of Property destroyed									
	$	$	$	$	$	$	$	$	$
Young forest growth	2.50	11.20	910.00	5,880.00	621.50	664.24	170.00	87.25	8,346.69
Standing timber	.....	1.70	7,650.00	1,394.75	21.00	2,017.34	174.70	273.56	11,533.05
Forest products	.....	.....	.....	79.50	20.00	1,325.00	.....	355.00	1,779.50
Other property	6.00	.....	120.00	1,986.00	75.00	8,152.90	2,415.05	.88	12,755.83
Total	8.50	12.90	8,680.00	9,340.25	737.50	12,159.48	2,759.75	716.69	34,415.07
**Tie Fires*	.....	.....	.....	1	152	4	.....	.....	158

(a) Includes Province of Newfoundland.
(b) Includes Algoma Central & Hudson Bay Railways; Northern Alberta Railways; Esquimalt and Nanaimo Railway; Quebec North Shore & Labrador Railways; Sydney & Louisburg Railway; Cumberland Coal and Railway Company.

NOTE:—Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.
—Class B fires are those which cover an area of one-fourth acre to ten acres.
—Class C fires are those which cover an area over ten acres.

*Tie fires are those that burn ties in track only and do not spread to the right-of-way.

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FIFTY-SEVENTH REPORT

of

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED

DECEMBER 31

1961

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FIFTY-SEVENTH REPORT

of

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED

DECEMBER 31

1961

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BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

Rod Kerr, Q.C., *Chief Commissioner.*

H. H. Griffin, *Assistant Chief Commissioner.*

J. E. Dumontier, *Deputy Chief Commissioner.*

John M. Woodard, *Commissioner.*

W. R. Irwin, *Commissioner.*

A. S. Kirk, *Commissioner.*

C. W. Rump, *Secretary.*

J. D. Beaton, *Assistant Secretary.*

J. M. Fortier, *General Counsel.*

M. M. Goldberg, *Assistant Counsel.*

R. A. Shier, *Director of Engineering.*

A. G. Hibbard, *Assistant Director of Engineering.*

H. W. Ellicott, *Director of Traffic.*

J. Hanley, *Assistant Director of Traffic.*

R. M. MacDonald, *Director of Operation.*

A. Lesage, *Assistant Director of Operation.*

M. E. Burwash, *Director of Economics and Accounting.*

R. Wright, *Assistant Director of Economics and Accounting.*

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BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

CHIEF COMMISSIONER – ROD KERR, Q.C.

ASSISTANT CHIEF COMMISSIONER – H. H. GRIFFIN

DEPUTY CHIEF COMMISSIONER – J.E. DUMONTIER

COMMISSIONER – J.M. WOODARD
COMMISSIONER – W.R. IRWIN
COMMISSIONER – A.S. KIRK

SECRETARY OF THE BOARD – C. W. RUMP

FEDERAL PUBLIC STATUTES CONFERRING JURISDICTION ON THE BOARD INCLUDE:

RAILWAY ACT – Chap. 234, R.S.C. 1952. Confers extensive judicial, regulatory and administrative functions in respect of, inter alia, location, construction, operation and uniform accounting of railways subject to Parliament; protection at highway-railway crossings; The Railway Grade Crossing Fund; railway express, telegraph, telephone and international bridge tolls.

TRANSPORT ACT – Chap. 271, R.S.C. 1952. Confers jurisdiction to license ships on the Great Lakes, MacKenzie and Yukon Rivers; their charges and tolls; and agreed charges of certain rail and water carriers.

BRIDGES ACT – Chap. 20, R.S.C. 1952. C.N.R. – C.P.R. ACT – Chap. 39, R.S.C. 1952.

MARITIME FREIGHT RATES ACT – Chap. 174, R.S.C. 1952. RADIO ACT – Chap. 233, R.S.C. 1952.

ST. LAWRENCE SEAWAY AUTHORITY ACT – Chap. 242, R.S.C. 1952. TELEGRAPH ACT – Chap. 262, R.S.C. 1952.

C.N.R. ACT – Chap. 29 of 1955 Statutes. FREIGHT RATES REDUCTION ACT – Chap. 27, 7–8 Elizabeth II.

APPROPRIATION ACT – Nos. 4–61 and 5–61 Vote 590 – Subsidies

ECONOMICS AND ACCOUNTING

M.E. Burwash — Director
R.H. Wright — Ass't Director

Responsible for providing economic, statistical and financial information and advice required for decisions by the Board in connection with investigations, applications, hearings and reviews of carrier performance pursuant to Board Orders and Rulings; the form and content of periodic reporting by railways, water carriers, communications and other companies subject to the jurisdiction of the Board; analysis and interpretations of transportation and communication trends in recurrent reports and special submissions; processing and publication of the Annual Waybill Analysis of All-Rail Carload Freight Traffic; administration of uniform accounting classifications; conducting field examinations of company records; issuance of accounting interpretations and rules governing the preservation of records; formulae governing freight and traffic costing and general accounting allocations, and the methods to be followed in establishing "out of pocket" and "all inclusive" costs; special studies and research on the economics of companies under the jurisdiction of the Board, including problems which are known to be developing and which may be expected to involve Board decisions.

ENGINEERING

R.A. Shier — Director
A.G. Hibbard — Ass't. Director

The Engineering Branch deals with and advises the Board on all applications concerning construction and maintenance of railway lines, and administration of the Railway Grade Crossing Fund.

Conducts field inspection and examines plans before recommending the approval of construction and maintenance of railway lines, sidings, railway-highway-farm crossings, junctions, signals, bridges, fences, drainage, etc.

Conducts field inspections, examines plans and estimates of cost for construction of grade separations, installations of automatic protection or safety features at railway-highway crossings.

Maintains complete record of railway-highway crossings and grants, commitments and payments from the Railway Grade Crossing Fund.

LAW

J. M. Fortier — General Counsel
M.M. Goldberg — Ass't. Counsel

The Law Branch advises the Board and its Officers on questions of law, jurisdiction, practice and procedure; drafts orders, regulations and legislation; represents the Board on appeals and references to the Supreme Court of Canada and other courts when necessary; attends the Board's public hearings and when necessary examines witnesses; confers and corresponds with Counsel representing parties to applications before the Board; prepares briefs, memoranda and précis on matters dealt with by the Board.

Supervises the maintenance of the Board's Library and other related work of a professional legal nature.

OPERATING

R. M. MacDonald — Director
A. Lesage — Ass't. Director

The Operating Branch advises the Board and makes recommendations in matters relating to adequacy of rail service to the public, safety of operation, safe condition of rolling stock and equipment, suitability of facilities, investigation of accidents, fire prevention along railway right-of-way and the safe transportation of commodities. The Branch is divided into four sections: (1) Operating, (2) Mechanical, (3) Fire Prevention and (4) Explosives and Other Dangerous Commodities.

In view of the Branch's concern with the day to day operation of railways coming under the Board's jurisdiction, close working relations are maintained at all levels of management as well as with labour groups and other interested parties. Applications to abandon, reduce or augment existing services are investigated by the Operating Branch. Rolling stock and motive power is regularly inspected. To carry out the field work involved in these duties District Offices are maintained at several locations outside Ottawa. The current rules respecting most of these functions are contained in some 160 Board Orders which are subject to periodic amendment or revision as the need arises.

SECRETARY'S (Administrative)

C.W. Rump — Secretary
J.D. Beaton — Ass't. Secretary

The Secretary's or Administrative Branch is divided into three sections: (1) General Administrative Services, (2) Records and (3) Accounts.

In addition to the maintenance of minutes of Board meetings the Secretary's Branch keeps a record of all proceedings conducted before the Board by way of public hearings, makes all arrangements for such hearings at or outside Ottawa; deals with all official correspondence of the Board; has custody and care of all official records and documents belonging or appertaining to the Board; maintains official copies of every judgment, Regulation, Ruling and Order of the Board; issues certified copies of such orders and regulations as requested; makes recommendations on matters affecting the employment and accommodation of the Board's staff; initially deals with inquiries for information covering the Board's work from interested parties, the Press, etc.

TRAFFIC

H.W. Ellicott — Director
J. Hanley — Ass't. Director

Deals with, and advises the Board on, all matters concerning Traffic, Tolls and Tariffs in respect of:

Freight (Rail and Water).
Passenger (Rail and Water).
Express.
Agreed Charges.
International Bridges and Tunnels.
Telegraph.
Telephone.
Radio Messages (Radio Regulations).
Maritime Freight Rates Act.
Freight Rates Reduction Act.
Trackage Maintenance Subsidy.
Licensing of Ships.
Free and Reduced Rate Transportation.

JANUARY 1962

DISTRICT OFFICES – ENGINEERING AND OPERATING

MONCTON, N.B.
WINNIPEG, MAN.
CALGARY, ALTA.

DISTRICT OFFICES OPERATING

ST. JOHN'S, NFLD.
MONTREAL, P.Q.
TORONTO, ONT.
SASKATOON, SASK.
VANCOUVER, B.C.

REPORT OF BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

To the Governor in Council:

Pursuant to Section 31 of the Railway Act, Chapter 234, R.S. 1952, the Board of Transport Commissioners for Canada has the honour to submit its Fifty-Seventh Report for the year ended December 31, 1961.

GENERAL REVIEW OF BOARD'S WORK IN 1961

During 1961, a total of 3156 applications were received by the Board under the provisions of the Railway Act, the Transport Act, the Maritime Freight Rates Act and other legislation under the Board's jurisdiction.

Thirty-four public hearings were held by the Board in 1961. While a number of these public hearings were in Ottawa, hearings were also held in Kentville, Windsor, Sydney, Amherst, Nova Scotia; Fredericton, Woodstock, New Brunswick; Quebec, St. Hubert, Quebec; London, Niagara Falls, Lindsay, Pembroke, Renfrew, Dryden, Ontario; Brandon, Manitoba; Moose Jaw, Saskatchewan; Calgary, Edmonton, Red Deer, Alberta; and Penticton and Prince Rupert, British Columbia.

On July 8, 1959, Parliament passed the Freight Rates Reduction Act designed as a relief measure for shippers. The Act provided a fund of $20 million to permit a reduction in class and commodity rates (other than competitive rates) on Canadian Railways for a period of one year to August 1, 1960. In compliance with the Act, the Board of Transport Commissioners ordered the substitution of an increase of 10 per cent for the permissive increase of 17 per cent. A further reduction, substituting an increase of 8 per cent in lieu of 10 per cent, was ordered by the Board effective May, 1960. By two later amendments, the Freight Rates Reduction Act was extended first to April 30, 1961, and then to April 30, 1962. The authorized expenditure was raised from $20 million to $35 million and then to $55 million. The reduced rates, as ordered by the Board in May, 1960, have continued in effect. As at February 12, 1962, and for the period August 1, 1959 to December 31, 1961, the Board had certified $44,989,453 for payment to Companies under authority of the Freight Rates Reduction Act.

On July 13, 1961, Parliament passed Appropriation Act No. 4–61 which included ten-twelfths of $50 million in respect of Vote No. 590 of the Supplementary Estimates for the fiscal year 1961–62; the remaining two-twelfths was included in Appropriation Act No. 5-61, passed on September 28, 1961. Vote No. 590 provided for "Interim payments, related to recommendations of the Royal Commission on Railway Problems pending its complete report, to Companies as defined in the Freight Rates Reduction Act of an aggregate amount in respect of the calendar year 1961 of $50,000,000". It also provided that the Board determine the method of allocation, and that payment be made to such Companies as compensation for the maintenance of their rates on freight traffic at reduced levels as provided for in the Freight Rates Reduction Act. As of February 12, 1962, payments totalling $49,850,000 have been made under Board Orders No. 105142, No. 105898 and No. 106989. The remainder of the Vote will be allocated after the claims under the Freight Rates Reduction Act are received for the calendar year 1961.

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During the year, the Board issued 3,279 Orders and 11 General Orders compared with 3,315 Orders and 10 General Orders in 1960. The Board continued its practice of reporting all of its judgments and orders in the publication entitled "Judgments, Orders, Regulations and Rulings" printed by and obtainable from the Queen's Printer. At the beginning of 1961 the format of this publication was changed to a loose-leaf system. This has resulted in a more timely publication of printed copies of the Board's Judgments to the apparent general staisfaction of subscribers.

The headquarters staff of the Board in Ottawa totalled 143 in 1961 compared with 142 in 1960. In order to facilitate the undertaking of operational inspections in the western provinces an additional District Office was opened in Saskatoon, Saskatchewan, during the year. This increased the number of District Offices of the Board to eight located in St. Johns, Nfld., Moncton, N.B., Montreal, P.Q., Toronto, Ont., Winnipeg, Man., Saskatoon, Sask., Calgary, Alta. and Vancouver, B.C. The number of employees of the Board engaged in its District Offices increased to 31 in 1961, compared with 27 in 1960. The officers and staff located in the Board's District Offices carry out engineering, mechanical and operational inspections in their respective areas.

AMENDMENTS TO THE RAILWAY ACT AND OTHER LEGISLATION UNDER THE BOARD'S JURISDICTION

By Section 328 (6) of the Railway Act rates on grain and flour moving from all points on all lines of railway west of Fort William to Fort William or Port Arthur over all lines of railway companies subject to the Parliament of Canada are governed by the provisions of the Crow's Nest Pass Agreement 1897.

On an application made by Bogoch Seed Company Limited (50 J.O.R. & R. 137) a majority decision of the Board given in June, 1960, found that the word "grain" as used in the Crow's Nest Pass Act and Agreement and in section 328(6) of the Railway Act does not include rapeseed.

By Chap. 54 of 9–10 Eliz. II 1961, section 328 of the Railway Act was amended so that for the purposes of subsections (6) and (7) of the said section 328 and of the Crow's Nest Pass Act the expression "grain" includes rapeseed, and so as to provide that the rates on rapeseed after August 1, 1961, are not to exceed the rates applicable to flaxseed.

Section 33(1) of the Transport Act provides that where an agreed charge has been in effect for at least three months any carrier or association of carriers *by water or rail* or any association or other body representative of the shippers of any locality may complain to the Minister that the agreed charge is unjustly discriminatory against a carrier or a shipper or places his business at an unfair disadvantage, and the Minister may, if he is satisfied that in the public interest a complaint should be investigated, refer the complaint to the Board for investigation. By Chap. 63 of 9 -10 Eliz. II 1961, the said section 33(1) was amended so as to add to those who may complain to the Minister "any association or other body representative of the *motor vehicle operators* of Canada or of a province thereof."

In July 1959 Parliament passed the Freight Rates Reduction Act directing the Board to order a reduction for one year in class and commodity rates (other than competitive rates) which had been increased by 17 per cent under the Board's Order No. 96300, dated November 17, 1958. In accordance with this legislation the Board issued an Order substituting an increase of 10 per cent for the 17 per cent in the rates concerned. The purpose of this Order and subsequent Orders of the Board in this respect was to reduce freight rates concerned by 20 million dollars during the period of one year commencing August 1, 1959. By Chapter 42 of the Statutes of Canada 1960, the Board was authorized to extend

to April 30, 1961, the period specified in Orders issued pursuant to the 1959 legislation, and increased the amount by which the freight rates were to be reduced from twenty million to thirty-five million dollars.

By Chap. 29 of the Statutes of Canada 1961 the Board was authorized to extend to April 30, 1962, the period specified in Orders issued pursuant to the 1959 legislation and increased the amount by which the freight rates were to be reduced from thirty-five million dollars to fifty-five million dollars.

Vote No. 590 of Supplementary Estimates for the fiscal year ending March 31, 1962, provides for interim payments to railway companies as defined in the Freight Rates Reduction Act of an aggregate amount of fifty million dollars in respect of the calendar year 1961, the installments to be paid at such times and in accordance with such methods of allocation as may be determined by the Board.

APPEALS TO THE GOVERNOR IN COUNCIL DURING 1961

Re: Joint C.N.R.-C.P.R. Telegraph Office at Fort William, Ont. 1961 J.O.R. & R. Pamphlet 4.

The Board in 1961 authorized Canadian National Railways Company and Canadian Pacific Railway Company to pool the tolls and divide the earnings of a joint telegraph office at Fort William, Ontario.

The Commercial Telegraphers' Union, Canadian Pacific Division No. 1 and Canadian National Division No. 43, by petition dated March 28, 1961, appealed to the Governor in Council to prevent the implementation of the decision. The Governor in Council dismissed the appeal, finding that it had not been established that the Board had proceeded upon some wrong principle or had otherwise erred. Order in Council P.C. 1961–638, dated April 28, 1961.

Amendment to C.N.R. Tariff C.T.C. (F) No. E. 3867 and C.P.R. Tariff C.T.C. No. E. 5172 filed to Become Effective January 2, 1961, Applying on Bulk Grain Carloads for Export. 1961 J.O.R. & R. Pamphlet 9.

Canadian National Railways and Canadian Pacific Railway Company had filed tariff amendments to become effective January 2, 1961, increasing competitive rates on bulk grain, carloads, for export, through Canadian Atlantic ports. The Board on its own Motion set down the matter for hearing, and after hearing the railways and opposing interests issued Order No. 103860, summarized elsewhere in this report, allowing a portion of the increases. Petitions were made to His Excellency, the Governor General in Council, protesting against and seeking disallowance of the increases.

Order in Council P.C. 1961–497, dated March 30, 1961, suspended the authorized increases until July 3, 1961, and directed the Board to require the railways to re-establish forthwith the rates in effect on November 30, 1960. Order in Council P.C. 1961–958 extended the effect of Order in Council P.C. 1961–497 until December 31, 1961, and the suspension was further extended until June 30, 1962, by P.C. 1961–1818, dated December 20, 1961.

Application of the Canadian Pacific Railway Company for Authority to Abandon Operation of its Reston-Wolseley Subdivision Between Reston, in the Province of Manitoba, and Wolseley, in the Province of Saskatchewan, a Distance of 122.18 Miles. 1960 J.O.R. & R. pp. 423 and 451.

The Canadian Pacific Railway Company applied to the Board under section 168 of the Railway Act for an Order authorizing the abandonment of its operation between Reston, in the Province of Manitoba, and Wolseley, in the Province of Saskatchewan, being all the Reston-Wolseley Subdivision, a distance of 122.18 miles.

After a lengthy hearing and a detailed Judgment, the Board arrived at the conclusion that the application should be granted, and by Order No. 103233, dated December 12, 1960, Canadian Pacific Railway Company was authorized to abandon its Reston-Wolseley Subdivision, but the abandonment was not to take place earlier than the 1st day of August, 1961, on not less than 90 days' prior notice forwarded to the municipalities, towns and villages, elevator companies and elevator associations located along the line to be abandoned.

A petition was presented to His Excellency, The Governor General in Council by the "Railway Retention Committee for the Canadian Pacific Railway Reston-Wolseley Subdivision" praying that the said Order No. 103233 be rescinded or, in the alternative, that the said order be rescinded insofar as it authorized the C.P.R. to abandon that portion of the Reston-Wolseley Subdivision from Wolseley to Wawota, or alternatively, that the Canadian National Railways, pursuant to the C.N.-C.P. Act, be required to enter into an agreement with the C.P.R. whereby C.N.R. would be empowered to operate the Reston-Wolseley Subdivision or such portions thereof as His Excellency deemed advisable. The Governor in Council dismissed the appeal, finding that it had not been established that the Board had proceeded upon some wrong principle or had otherwise erred in giving the said Judgment and in making the said Order.

SUMMARY OF APPEALS TO THE GOVERNOR IN COUNCIL
FEBRUARY 1, 1904, TO DECEMBER 31, 1961

Dismissed	39
Allowed	6
Referred back	15
Withdrawn, Discontinued, etc.	12
Total	72

APPEALS TO THE SUPREME COURT OF CANADA

Application of the Department of Highways of the Province of British Columbia for Authority to Construct an Overhead Bridge over the Right of Way and Tracks of the Canadian Pacific Railway Company at Mileage 0.19 Slocan Subdivision, in the Province of British Columbia. 1961 J.O.R. & R. Pamphlets 27 and 31.

The Department of Highways of the Province of British Columbia had applied to the Board for leave to construct an overhead bridge over the right of way and tracks of the Canadian Pacific Railway Company at mileage 0.19 Slocan Subdivision, in the Province of British Columbia. The proposed construction entailed an extensive fill on the railway property, and although the railway company did not oppose the construction of the grade separation it requested the Department of Highways to enter into an agreement whereby, inter alia, the Department would remove its fill if and when required to do so by the company, and contended that the Board had no jurisdiction to authorize the construction without the consent of the company or without such agreement being entered into.

The Board authorized the construction in accordance with the plans filed, subject to the condition that the Province satisfy the Board that it had acquired from the railway company the right to occupy railway land in excess of what is normally required in the construction of grade separations of this kind. The company sought leave to appeal pursuant to section 53 of the Railway Act. Leave to appeal was refused by Mr. Justice Martland of the Supreme Court of Canada.

SUMMARY OF APPEALS TO THE SUPREME COURT OF CANADA
FEBRUARY 1, 1904, TO DECEMBER 31, 1961

Dismissed (including refusal to grant leave to appeal)	82
Allowed	19
Pending	1
Withdrawn, Discontinued, etc.	12
Total	114

CHANGES IN MEMBERSHIP OF THE BOARD

While there were no changes in the membership of the Board during the calendar year 1961, Mr. A. S. Kirk, formerly Director of Traffic was, by Order in Council of July 17, 1961, appointed a member of the Board effective January 3, 1962, replacing Mr. Commissioner Leonard J. Knowles who retired in accordance with the Railway Act at the age of 75 years.

Mr. L. J. Knowles who had a long and distinguished career in Canadian transportation with the Canadian Pacific Railway and Canadian National Railways joined the Board's staff as Special Adviser in 1952 and was appointed a Commissioner in September 1955. Mr. A. S. Kirk first joined the staff of the Board in 1938 as Assistant Director of Traffic and was promoted in 1948 to the position of Director of Traffic.

LIST OF MEMBERS OF THE BOARD WHO HAVE SERVED OR ARE SERVING ON THE BOARD

Member's Name	Office	Appointment	Termination
Hon. A. G. Blair, K.C.	Chief	Feb. 1, 1904	Oct. 31, 1904 (resigned)
Hon. M. E. Bernier	Deputy C.	Feb. 1, 1904	Jan. 31, 1914 (served term)
James Mills, LL.D.	Commr.	Feb. 1, 1904	Jan. 31, 1914 (served term)
Mr. Justice A. C. Killam, K.C.	Chief	Feb. 6, 1905	Mar. 1, 1908 (died)
Hon. J. P. Mabee, K.C.	Chief	Mar. 28, 1908	May 6, 1912 (died)
D'Arcy Scott	Ass't C.	Sep. 17, 1908	Sep. 16, 1918 (served term)
S. J. McLean, C.M.G., LL.D., Ph.D.	Commr.	Sep. 17, 1908	Sep. 16, 1918
S. J. McLean, C.M.G., LL.D., Ph.D.	Commr.	Sep. 17, 1918	Aug. 5, 1919
S. J. McLean, C.M.G., LL.D., Ph.D.	Ass't. C.	Aug. 6, 1919	Sep. 16, 1928
S. J. McLean, C.M.G., LL.D., Ph.D.	Ass't. C.	Sep. 17, 1928	Sep. 16, 1938 (served term)
Hon. Thos. Greenway	Commr.	Sep. 17, 1908	Oct. 30, 1908 (died)
A. S. Goodeye	Commr.	Apr. 4, 1912	Nov. 22, 1920 (died)
Sir Henry L. Drayton, P.C.Kt., K.C.	Chief	July 1, 1912	Aug. 1, 1919 (resigned)
Hon. W. B. Nantel, P.C., K.C., LL.D.	Deputy C.	Oct. 20, 1914	Oct. 19, 1924 (served term)
A. C. Boyce, K.C., D.C.L.	Commr.	Oct. 4, 1917	Oct. 3, 1927 (served term)
Dr. J. G. Rutherford, C.M.G.	Commr.	Sep. 17, 1918	July 24, 1923 (died)
Hon. F. B. Carvell, P.C., K.C.	Chief	Aug. 2, 1919	Aug. 9, 1924 (died)
Calvin Lawrence	Commr.	Nov. 4, 1921	May 4, 1931 (died)
Hon. Frank Oliver, P.C.	Commr.	Sep. 21, 1923	Sep. 20, 1928 (reached age 75)
Hon. H. A. McKeown, K.C.	Chief	Sep. 16, 1924	Feb. 28, 1931 (resigned)
Thomas Vien, K.C., LL.L.	Deputy C.	Sep. 5, 1925	Jan. 31, 1931 (resigned)
Hon. T. C. Norris	Commr.	Mar. 30, 1928	Mar. 29, 1938 (served term)
John A. Stoneman	Commr.	Mar. 12, 1929	Mar. 11, 1939
John A. Stoneman	Commr.	Mar. 12, 1939	Mar. 11, 1949 (served term)
Mr. Justice C. P. Fullerton, K.C.	Chief	Aug. 13, 1931	Dec. 31, 1933 (resigned)
F. A. Labelle	Deputy C.	Dec. 16, 1931	July 15, 1933 (died)
G. A. Stone	Commr.	Dec. 16, 1931	Dec. 15, 1941
G. A. Stone	Commr.	Dec. 16, 1941	July 1, 1947 (Reached age 75)

LIST OF MEMBERS OF THE BOARD WHO HAVE SERVED OR ARE SERVING ON THE BOARD (concluded)

Member's Name	Office	Appointment	Termination
G. A. Stone	Commr.	July 1, 1947	June 30, 1948 (re-appointed for one year by amendment to Railway Act)
F. N. Garceau, K.C.	Deputy C.	Sep. 16, 1933	Apr. 10, 1943 (reached age 75)
Hon. Hugh Guthrie, P.C., K.C.	Chief	Aug. 12, 1935	Nov. 3, 1939 (died)
Hugh Wardrope, Q.C.	Ass't C.	Nov. 8, 1938	Nov. 7, 1948
Hugh Wardrope, Q.C.	Ass't C.	Nov. 8, 1948	Nov. 7, 1958 (served term)
F. M. MacPherson	Commr.	Sep. 21, 1939	Sep. 20, 1949
F. M. MacPherson	Commr.	Sep. 21, 1949	Mar. 29, 1959 (reached age 75)
Col. J. A. Cross, C.M.G., D.S.O., K.C.	Chief	Apr. 1, 1940	June 30, 1948 (resigned)
Armand Sylvestre, Q.C., LL.B.	Deputy C.	Apr. 18, 1945	Apr. 17, 1955
Armand Sylvestre, Q.C., LL.B.	Deputy C.	Apr. 18, 1955	Apr. 17, 1960 (served term)
Hon. Mr. Justice M.B. Archibald, LL.B.	Chief	July 1, 1948	Oct. 31, 1951 (resigned)
H. B. Chase, C.B.E.	Commr.	July 28, 1948	July 27, 1958
H. B. Chase, C.B.E.	Commr.	July 28, 1958	May 19, 1959 (reached age 75)
W. J. Patterson	Commr.	Apr. 1, 1949	July 3, 1951 (resigned)
Hon. Mr. Justice John D. Kearney, M.C.	Chief	Nov. 1, 1951	Jan. 15, 1957 (resigned)
O. A. Matthews	Commr.	Jan. 1, 1953	Sep. 1, 1955 (resigned)
L. J. Knowles	Commr.	Sep. 1, 1955	Jan. 2, 1962 (reached age 75)
C. D. Shepard, Q.C.	Chief	Jan. 15, 1957	Jan. 1, 1959 (resigned)
Rod Kerr, Q.C.	Commr.	Oct. 6, 1958	Nov. 8, 1958
Rod Kerr, Q.C.	Ass't C.	Nov. 8, 1958	Dec. 31, 1958
Rod Kerr, Q.C.	Chief	Jan. 1, 1959	Dec. 31, 1968
H. H. Griffin	Ass't C.	Jan. 19, 1959	Jan. 18, 1969
John M. Woodard	Commr.	May 20, 1959	May 19, 1969
W. R. Irwin	Commr.	Aug. 1, 1959	July 31, 1969
J. E. Dumontier	Deputy C.	May 26, 1960	May 25, 1970
A. S. Kirk	Commr.	Jan. 3, 1962	Mar. 21, 1971 (will reach age 75)

LEGAL

Decisions of the Board

Complaint of Eastern Canada Alfalfa Meal Association, et al, Alleging Unjust Discrimination by Applying the So-called "Bridge Subsidy" (Section 468 of the Railway Act) to Rates on Alfalfa Meal from Western to Eastern Canada Compared with Rates within Eastern Canada, and also Complaining of the Rates on Dried Ground Grass from Points in British Columbia to Points in Eastern Canada.
1961 J.O.R. & R. Pamphlet 49.

The Applicants having failed to justify the removal of the "bridge subsidy" from the rates on alfalfa meal and dried ground grass in carloads from Western Canada to Eastern Canada the Board dismissed that part of the application.

The Board, however, found that the rates on alfalfa meal and dried ground grass in carloads from points in Ontario to points east of Montreal were unjustly discriminatory and ordered that they be reduced by the extent to which they exceed the rates (as reduced by the "bridge subsidy"), from Fort Whyte, Manitoba, to the same territory.

Application of Western Chemicals Limited for an Order under Section 341(4) of the Railway Act directing the C.N.R. and C.P.R. to Establish a Just and Reasonable Joint Through Rate on Liquefied Chlorine Gas in Carloads from Western Chemicals Siding (Near Two Hills)-Alberta, to Hinton, Alberta.
1961 J.O.R. & R. Pamphlet 2.

The Board found that there are single line rates for similar distances in the same locality as those complained of that are higher than the rate to Hinton, that the rate is not on an arbitrary basis, and as the rate to Hinton does not exceed the rate in a single line tariff for a similar distance in the same locality the application was dismissed.

Application of New York Central Railroad Company for an Order Under Section 168 of the Railway Act for Leave to Abandon 10.46 Miles of its Niagara Branch Line. 1961 J.O.R. & R. Pamphlet 3. 79 C.R.T.C. 347.

This case was originally heard in October 1959. By way of an interim judgment issued in January 1960, the Board refused the application but remained seized of it with liberty to the company to supplement the evidence with further evidence of actual results for the whole year 1959.

A second hearing was heard in October 1960 as a result of which the application was granted.

Joint Application of Canadian Pacific Railway Company and Canadian National Railways for an Order Authorizing the Establishment and Operation of a Joint Telegraph Office in the City of Fort William, Province of Ontario. 1961 J.O.R. & R. Pamphlet 4.

The application was made pursuant to the provisions of section 17 of the Canadian National-Canadian Pacific Act. The Board found that the proposed establishment is such as is contemplated and directed by that Act and expressed its willingness to consider approving an agreement to that effect if and when submitted.

The Commercial Telegraphers Union, C.P.R. Division No. 1, and C.N. Division No. 43 appealed to the Privy Council requesting that appropriate action be taken to prevent the implementation of the decision contained in the Board's Judgment. (See Appeals to the Privy Council ante).

Application of the Town of Bowness, Alberta, for Construction of a Subway to Replace a Protected Level Crossing, for a Grant from the Railway Grade Crossing Fund and a Contribution from the Railway Company Towards the Cost of Construction of the Subway. 1961 J.O.R. & R. Pamphlet 8.

The Board found that the application had been substantiated, that the work was for the protection, safety and convenience of the public, authorized the construction of the subway, authorized a contribution from The Railway Grade Crossing Fund up to 80% of the cost, apportioned 5% of the cost on the C.P.R. and the remainder on the Applicant. The cost of maintenance of the substructure and superstructure is to be borne by the C.P.R., whereas the cost of future maintenance of the roadway, sidewalks, retaining walls, drainage, etc., is to be borne and to be paid by the Applicant.

Amendment to C.N.R. Tariff C.T.C. (F) No. E. 3867 and C.P.R. Tariff C.T.C. No. E. 5172 Filed to Become Effective January 2, 1961, Applying on Bulk Grain Carloads for Export. 1961 J.O.R. & R. Pamphlet 9.

On or about December 1, 1960, the Canadian National and the Canadian Pacific filed amendments to the tariffs referred to in the title hereof, to become effective on January 2, 1961, increasing the rates and tolls on bulk grain, in carloads, from points on Georgian Bay to Montreal, Sorel, Three Rivers, Quebec, Saint John, West Saint John and Halifax; also from Kingston, Prescott, Montreal, Sorel, Three Rivers and Quebec to Saint John, West Saint John and Halifax, for export overseas.

The matter was duly heard on December 14 and 15, 1960, and on January 10, 1961.

The Board reached conclusions in the matter and issued Order No. 103860 on February 23, 1961, which conclusions are as follows:

(*a*) That the railways have satisfied the Board that the present grain rates from Georgian Bay and related ports to Saint John, West Saint John and Halifax, for export are below variable or out-of-pocket costs for carrying the traffic;

(*b*) That the judgment of the railways that the proposed rates will not cause a serious diversion of grain traffic from Eastern Canada ports to other routes has not been shown to be erroneous;

(*c*) That the proposed export rates are subject to the Board's powers under sections 317 and 328 of the Railway Act and are not subject to the provisions of the Freight Rates Reduction Act and Orders of the Board thereunder restricting increases;

(*d*) That although the present rates include absorption of some elevation costs, and/or switching charges of the National Harbours Board, the Board of Transport Commissioners for Canada has no power to require the railways to continue any such absorption;

(*e*) That the proposed line haul rate of 38c. per 100-lbs. on grain from the Georgian Bay and related ports to Saint John, West Saint John and Halifax for export would be unjustly discriminatory in comparison with the export rate on flour to the extent that the rate on grain exceeds 33c. per 100-lbs. (wheat basis);

(*f*) That on grain for export a line haul rate of 33c. per 100-lbs. (wheat basis) from the Georgian Bay and related ports to Saint John, West Saint John and Halifax, and rates from the Georgian Bay ports and related ports to Montreal, Sorel, Three Rivers and Quebec, and from Kingston, Prescott, Montreal, Sorel, Three Rivers and Quebec to Saint John, West Saint John and Halifax, reasonably related to the said rate of 33c. would, in the opinion of the Board, be just and reasonable and not unjustly discriminatory in the present circumstances, and that the Board should not prevent establishment of such rates by the railways.

The Order disallowed the proposed tariffs but authorized the railways to publish new amendments to the said tariffs to establish rates satisfactory to the Board in accordance with paragraph (*f*).

Petitions were made to the Governor in Council praying for postponement of the authorized increases. (See Appeals to Privy Council).

Application of C.N.R. for Discontinuance of Passenger Train Service Between Montreal, Granby, Waterloo and Intermediate Stations.
1961 J.O.R. & R. Pamphlet 10.

Application granted.

Application of B.C. Telephone Company for an Order Approving the Terms and Conditions of the Issue, Sale or Other Disposition of 270,000 Ordinary Shares of the Capital Stock of the Company.
1961 J.O.R. & R. Pamphlet 11.

The application was granted provided that such shares be sold at not less than $28.00 per share, and upon the conditions set out in Order No. 103933 approving the application.

Inquiry into the Circumstances Connected with an Accident that Occurred in November 1960 at a Level Crossing at the Intersection of the C.N.R. and the North-South Road Allowance District of Lamont No. 82, Alberta.
1961 J.O.R. & R. Pamphlet 21.

As a result of a collision between Freight Extra 4423 West and a school bus near Lamont High School in which seventeen pupils were killed and twenty-

four others were injured, the Board ordered an inquiry into the circumstances surrounding the accident. The report of the inquiry revealed generally that no blame could be attached to any member of the crew engaged in the operation of the train, and that all test inspections of equipment, regulations prescribed by the Railway Act and relevant Orders of the Board had been complied with.

Complaint of Walker Brothers Quarries, et al, re the Bridge Tolls of the Niagara Falls Bridge Commission Between Niagara Falls, Ontario, and Niagara Falls, New York. 1961 J.O.R. & R. Pamphlet 24.

Walker Brothers Quarries complained respecting bridge tolls on crushed stone charged by the Niagara Falls Bridge Commission.

After a hearing and Judgment and a re-hearing of the matter, the Board ordered that the 15c. per ton toll on stone, sand and gravel on the Rainbow Bridge and the Whirlpool Rapids Bridge operated by the Niagara Falls Bridge Commission be reduced to 7c. per ton.

Application of Stewart and Lloyds of Canada Limited for a Charge to be Fixed Pursuant to the Provisions of Subsection (10) of Section 32 of the Transport Act on Oil Well Casing and Tubing from Vancouver, B.C. Under Agreed Charge C.T.C. (AC) No. 204 from Port Moody, B.C. 1961 J.O.R. & R. Pamphlet 47.

Stewart and Lloyds of Canada Limited complained that the railways companies party to Agreed Charge No. 204 in effect for the movement of oil well tubing and casing established from Port Moody, B.C. by Canadian Western Pipe Mills Limited, had refused to consent to allow them to become a party to the said Agreed Charge because the pipe and tubing of Stewart and Lloyds were not manufactured in Canada. Stewart and Lloyds applied to the Board under section 32(10) of the Transport Act requesting the Board to fix a charge for the movement by rail of its oil well casing and tubing from Vancouver, B.C. to destinations in the provinces of Alberta, British Columbia, Manitoba and Saskatchewan the same as the said Agreed Charge No. 204.

The Applicant claimed that its goods were the same as, or similar to, and were offered for carriage under substantially similar circumstances and conditions as the goods to which the said Agreed Charge No. 204 related, and that its business was unjustly discriminated against by the said Agreed Charge and requested the Board to fix a charge accordingly. The majority of the Board found:

(*a*) the Applicant is a shipper;

(*b*) the Applicant's goods are offered for carriage to the same carriers for which Agreed Charge No. 204 was made;

(*c*) the Applicant's goods so offered for carriage are the same as, or similar to, the goods to which the said Agreed Charge relates;

(*d*) the Applicant's goods are not being offered for carriage under substantially similar circumstances and conditions as the goods to which Agreed Charge No. 204 relates;

(*e*) the difference between the rates chargeable under agreed Charge No. 204 and the rates chargeable on the Applicant's goods is not a discrimination that is unjust or unwarranted by the differences in circumstances and conditions; and

(*f*) the Applicant is not entitled to have a charge fixed under subsection (10) of section 32 of the Transport Act for carriage of its goods.

The application was dismissed.

The Assistant Chief Commissioner in a dissenting Judgment found that:

(*a*) the goods of the Applicant are similar to the goods to which Agreed Charge No. 204 relates;

(*b*) the goods of the Applicant are offered for carriage under substantially similar circumstances and conditions as the goods to which Agreed Charge No. 204 relates;

(*c*) the similarity of circumstances and conditions is similarity of traffic conditions, that is to say, whether the goods are offered for carriage under substantially similar circumstances and conditions from a transportation point of view;

(*d*) the Applicant suffers a discrimination that is unjust, because he is deprived of a profit which he would otherwise make as a result of the difference between his rates and the rates in Agreed Charge No. 204.

The dissenting Judgment would grant the application and fix a charge for the Applicant on the same basis as Agreed Charge No. 204 to take effect on the date upon which the application was filed.

At the time of preparing this Report the Board has been served with a Notice of Motion for leave to appeal the Judgment and Order of the Board to the Supreme Court of Canada.

Application of the Bell Telephone Company of Canada for an Order Approving the Terms and Conditions of the Issue, Sale or Other Disposition of Not More Than 2,150,000 Shares of the Capital Stock of the Company.
1961 J.O.R. & R. Pamphlet 11.

After a hearing, the application was granted under the conditions that the shares would be sold at a price of not less than $38.00 per share, that such shares would be first offered to shareholders of the Company in the ratio of one share for each ten shares, and that any shares not taken up by the shareholders shall be disposed of in such manner as the Applicant's Directors may determine at or above the aforesaid price of $38.00.

ECONOMICS AND ACCOUNTING

1960 Waybill Analysis

The Board's Waybill Analysis of Carload All-Rail Traffic for 1960 was completed in September, 1961. Copies are available from the Queen's Printer, Ottawa, at 50 cents per copy. Remittances should be made payable to the Receiver General of Canada.

The 1960 waybill sample consisted of 18,902 carloads of which 2,731 originated in the Maritime Region, 9,059 in the Eastern Region, and 7,112 in the Western Region. The basis of the sample is the "continuous" method under which the railways forward selected photostated copies of line-haul carload waybills of local and inter-line Canadian shipments, terminating at their stations in Canada. A sample of approximately one per cent is secured by photostating waybills bearing serial number "1" and serial numbers ending in "01", except waybills involving less-than-carload, O.C.S., switching traffic and traffic originating at rail points outside of Canada or destined to rail points outside of Canada.

The published Waybill Analysis consists of six tables showing the number of carloads, revenue, weight, ton miles, car miles, average haul and average revenue per ton mile and per car mile classified by (*a*) type of rate according to region of origin and termination, and (*b*) commodity according to region of origin and termination. The Maritime region consists of the Maritime provinces and that portion of Quebec lying east of Levis and Diamond, Quebec; the Eastern region extends westward to Port Arthur and Armstrong; and the Western region includes the balance of Canada, except Yukon.

Tables I, II and III of Appendix "A" contain representative Waybill Analysis data for the years 1954 to 1960. These data show that the percentage of Class rated traffic, Commodity Non-Competitive and Competitive traffic

declined in both ton miles and revenue from 1959 to 1960. (Sample revenues have been adjusted to include payments under the Freight Rates Reduction Act). Use of the Agreed charge type of rate continued to expand as reflected by a two per cent increase in sample revenue as percentage of total. While total average hauls remained about the same, average revenue per ton mile declined seven per cent from 1.79¢. in 1959 to 1.65¢. in 1960. With statutory excluded, average revenues per ton mile were 2.37¢. in 1959 and 2.30¢. in 1960, the decline indicating continuing railway losses in higher grade traffic. This is further shown by a comparison according to main commodity groups:

	Waybill Analyses			
	Average Revenue per Ton Mile		Average Haul per Ton	
	1959	1960	1959	1960
	¢.	¢.		
Agricultural products	.74	.70	746	753
Animals and Products	3.66	3.05	825	1,047
Mine products	1.39	1.36	168	158
Forest products	1.81	1.73	455	373
Manufactures and Misc	3.19	3.10	481	449
Total	1.79	1.65	394	389

The general trend toward a lower return per unit of traffic in 1960 is evident from the table. Further analysis may be made by reference to the published waybill studies for 1959 and 1960.

Ten Years Waybill Analyses Comparison

The steadily increasing amount of agreed charge traffic has been previously noted in Board's reports and judgments. In 1959 for the first time in the waybill analyses, the combined competitive and agreed charge revenues exceeded the combined class and commodity non-competitive revenues. The declining trend of these latter so-called "normal" revenues has continued into 1960. In the brief table below, data from the 1951 analysis is compared with results from 1960:

TREND IN TYPE OF RATE-WAYBILL ANALYSES 1951–1960
FREIGHT REVENUE

Canada	1951	% of Total	1960	% of Total
	$(000)		$(000)	
Class Rated	1,223	21.0	297	5.9
Commodity				
Non-Competitive	2,965	50.8	1,668	32.8
Statutory	650	11.1	550	10.8
Competitive	568	9.7	1,363	26.8
Agreed charge	145	2.5	930	18.3
Multiple Rates	162	2.8	73	1.5
Mixed shipments	123	2.1	199	3.9
Total	5,836	100.0	5,080	100.0

Referring to the above table, sample revenue of Class rated traffic in 1951 amounted to $1.2 million declining to a low of $.3 million in 1960. During the ten-year period, commodity non-competitive revenue declined from $3.0 million to $1.7 million. Revenue from Competitive and Agreed charge types of rates has increased over the interval but the increase has not kept pace with the decline in other types of rates.

A Waybill Analysis for 1961 is under preparation. Publication is expected in August or September, 1962.

Freight Rates Reduction Act

The first payments under the Freight Rates Reduction Act were for the month of August, 1959, as compensation to companies for reducing their class and commodity rates (other than competitive rates) which had previously been increased by 17%. The first reduction to 10% in lieu of 17% became effective on August 1, 1959; the level was further reduced to 8% in lieu of 10% effective on May 6, 1960.

The Act provided for payments not to exceed $20 million during a period of one year. In August, 1960, the Act was amended to provide for an extension of nine months and the aggregate of all payments under the Act not to exceed $35 million. In June, 1961, the Act was again amended to provide for a further extension to April 30, 1962, the aggregate of all payments under the Act not to exceed $55 million.

The latest Order of the Board of Transport Commissioners under this Act was issued in June of 1961 and provided for an extension of the reduction to 8% in lieu of 17% until April 30, 1962, unless otherwise ordered by the Board.

Total claims recommended for payment under the Act, for 27 completed months, have been as follows:

	Claims for 27 months August 1, 1959 to October 31, 1961
Canadian National Railways	$24,560,336.94
Canadian Pacific Railway	17,498,785.83
Other Companies	1,431,812.45
Total	$43,490,935.22

Partial payments have been made for November and December, the total recommended for payment to year end 1961 being $44,989,453.13.

Vote No. 590, 50 Million.

Vote No. 590 of the Supplementary Estimates for the fiscal year 1961–62 was as follows:

"Interim payments, related to recommendations of the Royal Commission on Railway Problems pending its complete report, to Companies as defined in the Freight Rates Reduction Act of an aggregate amount in respect of the calendar year 1961 of $50,000,000, to be paid in instalments at such times and in accordance with such method of allocation as may be determined by the Board of Transport Commissioners for Canada, as compensation to such Companies for the maintenance of their rates on freight traffic at reduced levels as provided for in the said Act. . . .$50,000,000".

The method of allocation and times of payment were set out by the Board in Orders No. 105142, No. 105898 and No. 106989. The initial distribution of

payments was based on the 1960 experience under the Freight Rates Reduction Act; the final distribution will be based on the 1961 experience under the Act subject to Board Order No. 106989 which provides that the Canadian National—Canadian Pacific share will be divided on a 60–40 basis. The amounts disbursed to February 12, 1962, were:

Canadian National Railways	$29,015,498
Canadian Pacific Railway	19,343,666
Other Companies	1,490,836
Total	$49,850,000

Uniform Accounting

The Board's Examiners carried out examinations during 1961 in the three Regional offices of Canadian National Railways at Toronto, Moncton and Winnipeg; in the new Regional office, for the St. Lawrence Region, in Montreal; and in new Area offices opened during the year by Canadian National at Edmonton and Capreol. They also made examinations in the four Regional offices of Canadian Pacific Railway Company at Toronto, Montreal, Winnipeg and Vancouver, and at Canadian Pacific communications accounting offices across Canada. All these examinations included comprehensive tests of the railway disbursement accounting in relation to the provisions of the Uniform Classification of Accounts for Common Carriers by Railway, as prescribed by the Board.

At the Head offices of Canadian National and Canadian Pacific in Montreal the Examiners made tests of the accounting records in connection with incorporation of the regional disbursements into the system records; the Head Office railway disbursements; the accounting for rail freight and passenger revenues; and maintenance of the rail property records.

Schedules of depreciation rates filed for approval, by carriers under the jurisdiction of the Board, were reviewed by members of the staff. The Railway Transport Annual Reports received from the Class I Railways and thirty-four other than Class I carriers were also reviewed, and discrepancies were called to the attention of the carriers concerned.

Accounting Circular No. 7 was issued on December 5, 1961, notifying carriers of proposed amendments to the Uniform Classification of Accounts for Common Carriers by Railway.

Operating Results—Companies Under Jurisdiction of The Board

Tables IV to VIII in Appendix "A" show operating results since 1956 for companies under the Board's jurisdiction. Annual Reports for 1961 have not yet been filed; but for railway and telephone companies which report monthly, a cumulation of ten months' data for 1961 has been compared with ten months for 1960.

(a) Railway Companies

Combined rail operations for the two Class I Canadian rail carriers showed further decline from the peaks recorded in 1956. Total rail operating revenues for 1960 declined 5.4 per cent from those earned in 1959 following a fall off in freight ton miles of 2.6 per cent. Rail expenses declined 4.5 per cent. Net operating income, after taxes, dropped to $31.4 million versus $43.7 million in 1959. Passenger revenue declined $4.5 million.

For the first ten months of 1961 combined operating rail revenues have increased $26 million over the same ten months of 1960. This was the result of an actual decline in passenger revenue, and in freight revenue received from shippers, but the decline was more than compensated for by grants under Vote 590 (interim payments relating to recommendations of the Royal Commission

on Railway Problems) of $40.1 million to the end of October, 1961. Rail operating expenses for 10 months of 1961 increased by one per cent over the same period of 1960. Operating income after taxes amounted to $29.2 million compared to $11.7 million in 1960. Traffic volume in ton miles increased five per cent but passenger miles were down thirteen per cent.

The financial condition of some Class II railways improved during 1960, but in total, revenue declined five per cent from 1959. Expenses dropped by the same ratio leaving net operating income at $16.5 million. Revenue ton miles decreased eleven per cent. Ten months' trend for 1961 shows both revenue and expenses declining by fourteen per cent, and a ton miles drop of sixteen per cent.

(b) Telephone Companies

For the year 1960, operations of the three companies included in this report showed improved revenues of seven per cent, and increased expenses of six per cent. Net revenue increased by $10 million to $82.5 million. Telephones in operation increased by five per cent.

Ten months' trend in 1961 shows a very similar report to the above. Ten months' revenue increased eight per cent, expenses increased seven per cent and net revenue improved to $77 million. Telephones in operation increased by four per cent.

(c) Mackenzie Waterways Companies

Transportation operations in 1960 on the Mackenzie River system continued to show declines from previous levels. Operating revenues for the three companies included in 1960 totals declined nearly $900,000 from 1959, or nineteen per cent. Expenses also declined by nearly twenty-one per cent. Net operating income improved to $64,522. Total tons of freight carried declined fourteen per cent.

(d) International Bridge and Tunnel Companies

Two new international highway bridges were opened to traffic during 1960: the Ogdensburg Bridge in September, 1960, and the Baudette-Rainy River Bridge in August, 1960. Statistics of these companies have been included in table VIII. Operating income after taxes increased from $3.8 million in 1959 to $4.2 million in 1960. Motor vehicles crossing the international border by bridges and tunnels increased by 5.6 per cent.

ENGINEERING

The Engineering Department is concerned with those sections of the Railway Act and Board's regulations pertaining to the construction and maintenance of railways, including track, buildings, bridges, signals, sidings, junctions, fencing, drainage, and crossings, and the safety and convenience of the public at highway-railway crossings.

A part of the Engineering Department's work is devoted towards an attempt to bring interested parties concerned in specific projects into agreement within the limits of good engineering standards and economics, and in conformity with the Railway Act and the Board's General Orders; and to advise the Board in their adjudgment of these projects. In the course of performing these duties, more than 13,500 pieces of communications emanated from the Engineering Department.

The Board's Engineers travelled in excess of 360,000 miles and made 1,932 inspections and examinations. Based on these inspections, this Department made recommendations to the Board, which resulted in the issuance of 1,776 Orders authorizing 2,157 projects.

The administration of the Railway Grade Crossing Fund falls within the sphere of this Department's activities. This Fund was established in 1909, and

funds have been made available since that time for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways within the terms and conditions provided in the Railway Act.

Amount of Statutory and other votes to the credit of the Grade Crossing Fund for protection at highway crossings:

1909 to December 31, 1961, to credit of Fund.....		$92,991,252.42
Amount Paid.....	$51,846,544.11	
Outstanding Commitments.....	38,449,356.80	
Total.....		90,295,900.91
Balance available.....		$ 2,695,351.51

Of the above total commitments of $90,295,900.91 from 1909 to December 31, 1961, approximately 70 per cent of this was committed in the last four years as follows:

Commitment in 1958.....	$11,231,310.72
Commitment in 1959.....	17,395,617.55
Commitment in 1960.....	16,834,683.96
Commitment in 1961.....	17,262,222.16
Total.....	$62,723,834.39

At the present time, the Railway Act provides annually a sum of $5,000,000 to the Railway Grade Crossing Fund to aid actual construction work for the protection, safety and convenience of the public in respect of crossings. In the fiscal years 1958–59, 1959–60 and 1960–61, an additional $10,000,000 was voted to the Fund each year. In 1961–62, $5,000,000 cash credit and $5,000,000 commitment credit was made available.

Section 265 of the Railway Act was amended on September 6, 1958, and provided, for a period of three years from January 31, 1958, that 80 per cent of the cost of construction of protective works at a crossing may be paid from the Railway Grade Crossing Fund, not exceeding the sum of $500,000 for any one project and provided that 50 per cent of the cost of reconstruction and improvement of an existing grade separation may be paid, not exceeding the sum of $250,000 for any one project. No grant may be made from the Railway Grade Crossing Fund for work done at a crossing, unless the crossing has been in existence for at least three years.

This amendment to the Railway Act also provided that payment may be made towards the cost of relocating the plants of Public Utilities to permit construction or reconstruction of grade separation, and also provided that payment be made towards the cost of placing reflectorized material on railway crossing signs and placing reflective markings on the sides of railway cars.

A further amendment to the Railway Act, dated July 7, 1960, extended the period of time mentioned above to six years from January 31, 1958.

The Board may authorize a contribution from the Railway Grade Crossing Fund of 80 per cent of the cost of installing automatic protection or improving conditions at a crossing, such as improvement of vision and grade. Generally, the Railway company is assessed $7\frac{1}{2}$ per cent of the cost of such works and the highway authority $12\frac{1}{2}$ per cent. No contribution may be made from the Railway Grade Crossing Fund towards the cost of operation and maintenance of automatic protection; these costs of operation and maintenance are generally shared equally between the Railway Company and the highway authority.

The Board may authorize a contribution from the Railway Grade Crossing Fund of 80 per cent of the cost of construction of a highway diversion or of a new grade separation which will eliminate a level crossing, not to exceed a maximum of $500,000. In accordance with the Board's General Order No. 848, if the total cost of the project does not exceed $625,000, the Railway Company generally pays 5 per cent of the cost of the project and the highway authority pays 15 per cent. The Board may also authorize a contribution from the Fund of 80 per cent of the cost of removal or relocation of the plant of Public Utilities which the Board may consider necessary to permit the construction of the grade separation or highway diversion.

The Board may authorize a contribution from the Railway Grade Crossing Fund of 50 per cent of the cost of reconstruction and improvement of an existing grade separation, not to exceed a maximum of $250,000; the balance of the cost of such reconstruction and improvement is borne by the Railway Company and the highway authority. The Board may also authorize a contribution from the Fund to the extent of 50 per cent of the cost of removal or relocation of the plant of the Public Utilities which the Board may consider necessary to permit the reconstruction and improvement of an existing grade separation.

During the past ten years, motor car registrations and accidents on the highways have steadily increased. The following table illustrates that during this same ten-year period, the percentage of accidents which resulted in death or injury at highway-railway crossings in Canada as compared to the total number of accidents which resulted in death or injury on highways in Canada showed a steady decrease from 1.18 per cent in 1951 to less than 0.60 per cent in 1961, and during the past five years, the actual number of accidents at crossings has decreased almost steadily from 583 in 1957 to 444 in 1961.

Coincidental with the continual yearly decrease in rate and number of accidents at crossings, the number of works of improvement of safety and protection at crossings has been increased with the increased financial assistance from the Railway Grade Crossing Fund.

Year	No. of Accidents Which Resulted in Death or Injury at Highway-Railway Crossings in Canada	Percentage to Total Accidents	Total No. of Accidents Resulting in Death or Injury on Highways in Canada
1951	490	1.18	41,691
1957	583	1.03	56,837
1958	516	0.90	57,249
1959	546	0.91	59,965
1960	473	0.74	63,798
1961	444	—	—

Grade Separations, Protection and Other Works at Highway Crossings

Statement No. 11 on Page 67 of Appendix B shows that the Board approved the construction of 55 new grade separations this year, and contributions from the Fund were authorized for the construction of 26, due to the elimination of existing level crossings. Two grade separations were authorized toward which the Board reserved for further consideration a contribution from the Fund.

Authorization was given for the reconstruction and improvement of 23 inadequate grade separations and contributions were made from the Fund for 18.

It was necessary to relocate 83 public utilities' facilities at various locations in order to construct grade separations. The Board made contribution toward these utility relocations.

The Board also authorized 3 railway-highway diversions which eliminated a grade crossing and were therefore eligible for contribution from the Fund.

Statement No. 12 on Page 68 of Appendix B shows that 354 new installations of automatic protection at highway crossings were authorized this year. Contributions were made from the Fund to 338 of these installations. The Board also authorized the improvement of 109 existing automatic protections, 22 of which were improved by the addition of short arm gates. Contributions were made to 104 improvements and two were approved with the cost reserved for further consideration of the Board.

Contributions were also authorized from the Fund for the installation of reflectorized crossing signs at 2,252 crossings, and at a further 99 crossings the Board contributed to the labour cost of relocating reflectorized signs where automatic protections were installed to give a more positive protection.

Improvements to the vision and approach grades at 55 crossings were authorized and contributions were made from the Fund.

In keeping with the improved standards of highways, the Board issued orders authorizing the improvement and widening of 176 existing highway-railway crossings.

Construction and Operation of New Railway Lines and New Terminal Facilities

In 1961, the Canadian National Railways began the construction of a line of railway approximately sixty miles in length commencing at mileage 72 of the Kiask Falls Subdivision and proceeding northerly to serve the Mattagami mining area of northwestern Quebec. The Canadian National Railways have also completed the preliminary survey of the Great Slave Lake Railway, three hundred and seventy-seven miles in length, commencing at a point on the Northern Alberta Railways between Roma and Grimshaw in northern Alberta and ending at Hay River on the Great Slave Lake in the Northwest Territories. A branch line of this railway will also be constructed approximately fifty-three miles in length, running easterly to Pine Point Mines in the Northwest Territories.

The programme of the Canadian National Railways and the Canadian Pacific Railway Company to enlarge their present yard facilities and to construct new yard facilities at their important terminals to facilitate more efficient operation of these terminals has been continued during this past year, including the multi-million dollar Symington Hump Yard of the C.N.R. south of Winnipeg and the new Toronto Terminals Project of the C.N.R. north of Toronto. This programme also includes the continuation of construction of the multi-million dollar hump yard of the Canadian Pacific Railway Company in the vicinity of Agincourt, in the Township of Scarborough, east of Toronto, and the construction of the Lancaster Yard at Lancaster, in the Province of New Brunswick.

Statement No. 13 on Page 69 of Appendix B shows the Board's approval of closing 199 highway crossings this year as compared with the approval to open 170 new crossings.

Installation and Changes to Interlocking Plants and Signals

The Board authorized the installation and changes to installations of 17 interlocking plants on various railways in Canada. After completion, an examination was made by the Board's Signal Engineer. The Board gave its approval to operate through 5 interlocking plants.

The Canadian National and Canadian Pacific Railways are continuing to modernize their railways with the installation of Centralized Traffic Control Signalling. The Board issued 32 orders approving the installation of C.T.C. signals on the Allanwater, Chapman, Harte and Redditt Subdivisions of the C.N.R. and the Indian Head and Sutherland Subdivisions of the C.P.R. The total distance involved was 376 miles.

General

The Engineering Department has dealt with numerous applications concerning the construction and operation of private and industrial sidings, construction and reconstruction, railway bridges and other structures, as well as dealing with applications for various types of crossings and exemption from fencing.

Statistical information with respect to the various engineering projects approved by the Board during the year 1961 appears in Appendix B, Pages 35–69.

OPERATING

The Operating Department is divided into four specialized sections, i.e., Operating, Mechanical, Dangerous Commodities and Fire Prevention.

The following is a report of each of the four sections:

Part 1—Operating Section

Train Services:

Canadian railways continue to adjust passenger service to meet changing conditions brought about by the development of a competitive environment in the transportation field.

During the year 14 applications from railways for authority to completely withdraw from passenger or mixed train service on various lines across Canada were submitted to the Board for approval.

Public opposition to these proposals is usually widespread and strenuous and similar opposition is regularly encountered in respect of major train service reductions. In these instances the areas affected are visited by departmental officers and reports submitted to the Board for its consideration in dealing with these matters.

Station Services:

The Railways' programme to adjust station services that in their opinion have become uneconomical because of increased expenses or declining traffic continued throughout the year.

During the year there were 212 applications from the railways to remove regular station agents or replace them with caretakers, or to remove caretakers.

Where opposition developed, as it did in a large percentage of these cases, opportunity was afforded interested parties to make submissions to the Board. In accordance with the customary practice, an Inspector of this Department visited the community or communities concerned, interviewed interested parties there, such as shippers and municipal officers, and through a public meeting or other means, obtained information required by the Board for its consideration in dealing with these applications.

There were also 278 applications dealt with requesting authority to remove station buildings at points where the railways considered such a facility was no longer necessary. Where opposition developed to these applications, action similar to that in respect of removing station agents was taken.

Operating Rules:

During the year officers of the Department completed an examination of the revision of the Uniform Code of Operating Rules which the Railway Association of Canada had submitted to the Board for approval. Revisions and changes suggested as a result of this examination were satisfactorily resolved through conferences attended by representatives of railway management and railway labour organizations. The extensive review of this book resulted in final approval by General Order of the Board No. 873 dated 15 November 1961, to be effective 28 October 1962.

Branch Line Abandonments:

Applications for authority to abandon branch lines showed a considerable increase during the year. There were 21 such applications dealt with involving 328.26 track miles as compared with 4 in the previous year involving 39.72 track miles.

These applications required field investigations in conjunction with the Board's Engineering Department, and subsequent reports and recommendations to the Board.

Reflectorized Markings on Railway Equipment:

The Board's programme to increase the number of reflectorized markings on the sides of railway cars and on signboards at highway crossings is continuing. Reports received from the railways indicate that approximately 6,500 cars were equipped with reflectorized markings during the year 1961.

Accident Investigations:

A total of 2,479 accidents were investigated during the year 1961, including 444 accidents occurring at highway crossings. Following inspection of these crossings additional protection, improvements in sight lines and additional warning signs were recommended in many instances.

Motor vehicle registrations for the year 1960 numbered 5,256,341. This was an increase of 238,655 over the year 1959.

The number of accidents occurring at highway crossings showed a decrease of 29 during the past year.

For detailed statistical data see Appendix "C", Statements 1 to 8 inclusive.

Annual Safety Conference:

A conference attended by officers of the railways under the Board's jurisdiction, as well as representatives of the National Legislative Committee of the Railway Transportation Brotherhoods, was held during the year with a view to promoting general railway safety.

Procedure of such conferences is informal and the agenda broadly based for the purpose of giving all concerned full opportunity to review railway safety factors. These conferences result in worthwhile adjustments in railway procedures and will be continued.

Part 2—Mechanical Section

Throughout 1961 the Board's Inspectors (Mechanical) were regularly engaged in the inspection of motive power, car equipment, heating and power boilers and other mechanical equipment operated by railway companies coming under the jurisdiction of the Board. Their work is primarily concerned with ensuring that railway rolling stock and related equipment is maintained in a safe and suitable condition for service as required by the Board's regulations.

During 1961, 8,172 locomotives, including units of self-propelled equipment of various types, were inspected at shops and terminals throughout the country. Included in this figure are 389 en route inspections. For these the Board's Mechanical Inspectors rode the units concerned for some 34,500 miles. In addition, 2,718 heating and power boilers used in train heating, stationary and work equipment service were examined.

99,739 units of car equipment were examined for defects in 1961. Also, frequent observations were made of train air brake testing procedures in effect at the larger terminals and yards throughout Canada.

Inspections were made and reports submitted to the Board in connection with new and experimental types of car equipment.

A review of Statements 9, 10, 11 and 12 of Appendix "C" shows that during 1961 the Board's Inspectors reported a total of 12,715 defective units of rolling stock (locomotives and cars). Also, 346 heating and power boilers were found to have defects of various types. The overall number of defects reported by our Inspectors totalled 20,970, regarding which the Board arranged to have corrective action taken by the railway companies concerned.

Part 3—Dangerous Commodities Section

Regulations for the Transportation of Dangerous Commodities by Rail:

Supplement No. 4 containing a number of amendments to the above noted Regulations was issued on December 1, 1961.

Polyethylene continues to be the most important plastic material being used in the manufacture of containers fabricated in accordance with the requirements of the Board's Dangerous Commodity Regulations. Trial shipments using containers of polypropylene and polystyrene have been made with favourable results.

During the year, representatives of the Dangerous Commodities Section attended a number of meetings, conferences, etc., including the following:

The Annual Liquefied Petroleum Gas Convention in Montreal.

A Convention of Provincial Fire Marshals held at Keltic Lodge, Cape Breton Island.

The National Packaging Exposition and Conference in Chicago.

A Meeting concerning the Packaging of Large Source Shipments of Radioactive Materials held in Wilmington, Delaware.

A Conference in Ottawa of Provincial and Federal Health Specialists concerned with the Handling of Radioactive Materials.

Although a number of accidents involving the improper packaging and handling of dangerous commodities were reported in 1961, property loss was of a minor nature and there was no loss of life. However, the circumstances which separate a minor accident from a major one are generally a matter of chance rather than good management and no relaxation of safety vigilance is contemplated because of the good record obtained in 1961. Details concerning these accidents are contained in separate reports filed with the Board.

General Order No. 871 prescribing regulations for the Piggyback Transportation of Dangerous Commodities in Cargo Tanks was issued on June 30, 1961.

Special Permits:

46 Special Permits authorizing the rail transportation of dangerous commodities in experimental or special containers were issued during 1961.

Bulk Storage Facilities:

Flammable liquid, liquefied Petroleum Gas and Anhydrous Ammonia bulk storage facilities under the Board's jurisdiction are individually approved by the Board and are subject to periodic inspections. A table is provided below showing the number of applications processed and the number of installations inspected each year for the past five years.

STATIONARY BULK STORAGE FACILITIES FOR FLAMMABLE LIQUIDS LIQUEFIED PETROLEUM GASES AND ANHYDROUS AMMONIA

Year	* Type of Installation	**New Installations	Additional Facilities	Total Applications	Imperial Gallons	Installations Inspected
1961	F.L.	110	199	309	14,975,924	522
	L.P.G.	12	3	15	117,264	12
	NH_3	1	.....	1	9,960	.....
1960	F.L.	115	243	358	24,618,752	411
	L.P.G.	13	3	16	47,440	9
	NH_3	.....	1	1	8,800	1
1959	F.L.	171	251	422	36,400,815	501
	L.P.G.	20	13	33	303,600	5
	NH_3	.....	.....	.....	.....	1
1958	F.L.	117	178	295	30,241,973	1,239
	L.P.G.	14	5	19	578,884	47
	NH_3	1	.....	1	7,985	.....
1957	F.L.	129	195	324	61,072,179	546
	L.P.G.	13	5	18	630,000	19
	NH_3	.....	.....	.....	.....	.....

Note: *F.L.—Flammable Liquid.
L.P.G.—Liquefied Petroleum Gas.
NH_3—Anhydrous Ammonia.
**Permanent Installations only.

Part 4—Fire Prevention Section

Statistics:

Detailed statistics are shown in Statement No. 13 of Appendix "C", from which it will be noted that a total of 243 fires occurred during the 1961 fire season chargeable to railway operations on the 15,688.3 miles of railway right-of-way classified as forested territory. These fires burned approximately 15,827 acres of land.

In addition to the above, 68 fires occurred on railway right-of-way which are charged to known causes other than railway operation, and 22 fires of unknown origin. These fires burned over an additional 1,000 acres.

Railway Fire Patrols:

Fire patrol requirements under the terms of paragraph 29 of General Order No. 548 were forwarded to all railways concerned.

Statistics showing forested mileage along the railways upon which protection is prescribed are as follows:

Special Section Patrols or mileage on which these may be requested	5,297.4
Special Power Speeder Patrols	2,801.0
Mileage in forested territory on which no special patrol required—detection, reporting and extinguishing of fires being part of the regular duties of section forces and other employees	7,589.9
Total	15,688.3

FIREGUARDS

Railway	Mileage both sides of Track to be accounted for exclusive of approved exemptions	Fireguard mileage constructed or maintained during year	Approximate Percentage Completed
Canadian National	1761.2	277.7	15.7
Canadian Pacific	2620.9	1004.4	38.3
Northern Alberta	21.7	18.9	87.1
Totals	4403.8	1301.0	29.5

TRAFFIC

The Traffic Branch administers the Board's regulations, deals with and advises the Board on all matters concerning traffic, tolls and tariffs in respect of:

Freight (rail and water)
Passenger (rail and water)
Express
Agreed Charges
International Bridges and Tunnels
Radio Messages (radio regulations)
Telegraph
Telephone
Maritime Freight Rates Act
Freight Rates Reduction Act
Track Maintenance Subsidy
Licensing of ships
Free and reduced rate transportation

Tariffs of Tolls:

The various statutes administered by the Board require that tariffs of tolls be filed with the Board,—these are the documents containing the price lists for the services offered by the transportation and communication companies under the Board's jurisdiction. For this purpose regulations governing the construction, filing and posting of these various tariffs have been formulated by the Traffic Branch. Since the inception of the Board, approximately 3,000,000 tariffs have been received, recorded and placed in the custody of the Branch, which tariffs range in size from a single sheet to over 1300 pages. The Traffic Branch is the custodian of the only complete tariff record in Canada since 1904 and consequently is frequently called upon to furnish historical data.

During 1961 the following tariffs containing many thousands of rates, fares and charges of transportation and communication companies were filed with the Board:

(a) Railways:
Freight:

Local to one line	3,224	
Joint over two or more lines	12,947	
International (Canada-U.S.A.)	17,772	
Total		33,943

(a) Railways:—*Concluded*		
Passenger:		
Local	318	
Joint	374	
International	940	
Total		1,632
Express:		
Local	303	
Joint	178	
International	214	
Total		695
Agreed Charges		1,264
Total railways		37,534
(b) Water Carriers:		
Freight	540	
Passenger	6	
Total water carriers		546
(c) International Bridges and Tunnels		1
(d) Telephone		1,333
(e) Telegraph		266
Total all companies		39,680

In addition to the above, ancillary tariff documents known as concurrences signifying the concurrence of railways or water carriers in joint rates are also filed with the Board. A total of 210 such documents were filed during the year. Tariff publishing associations or agents are required under the regulations of the Board to file powers of attorney authenticating the publication of tariffs on behalf of the railways or water carriers. During the year 112 of these documents were filed with the Board.

Maritime Freight Rates Act:

Under this Act the Canadian National Railways, for its lines situated within the four Maritime Provinces and in the Province of Quebec (Levis, Diamond, and east thereof), is required to institute and maintain reduced freight rates applying within that territory and also from such territory to points in Canada west thereof. The Board is required to approve such reduced rates and to cause them to be maintained as in the Act provided.

Lines of railways other than the Canadian National Railways, within the said territory, are permitted by the Act to meet these statutory rates and receive payment for the difference between such rates and the normal tolls which would otherwise prevail, by obtaining the certification of this Board to the Minister of Transport, as the Act provides.

Freight traffic moving locally between points within the territory above described is accorded a statutory reduction of 20%, and freight traffic moving from such territory to points in Canada west thereof is accorded a reduction of 30% for that portion of the railway haul accruing within the said territory.

Agreed Charges applicable within and from the said territory are accorded the same treatment as freight rates generally. The Act does not apply to traffic moving other than by rail, but does include movement by car ferries.

Freight rates frequently change and consequently cause this Branch to recalculate normal rates, and where general freight rate adjustments occur, such

as general increases, or reductions under other subsidy acts, such changes involve many thousands of calculations to develop the normal tolls for reimbursement purposes.

For the twelve months ending June 30, 1961 the Branch authorized reimbursement to the railways of $2,150,093.05. This necessitated the issuance of 259 Board's Orders containing over 25,000 normal freight rates calculated by the Branch for reimbursement purposes.

During the year officers of the Branch co-operated with railway officials in the development of a new method of presenting claims by means of data-processing equipment.

Waybill Analysis:

The Board's Waybill Analysis is designed primarily to indicate in a general way the pattern of railway freight movements and the changing trends of traffic under the different categories of freight rates. For this purpose, the Board requires the railways of Canada to submit a one per cent sampling of waybills covering their annual traffic movements. During the year, approximately 17,500 waybills were received by the Branch. The Branch calculated the mileage for each waybill, verified the rate, the category of the rate and the kind of commodity. Due to changes in certain categories of rates, occasioned by the application of the Freight Rates Reduction Act and the so-called "Bridge Subsidy", charges were adjusted on such traffic to reflect the actual revenues received by the railways.

The above basic information for each waybill is furnished to the Board's Economics and Accounting Branch for processing, publication, and distribution. These Annual Waybill Analyses are used extensively by the Board, the railways and the shipping public.

Water Carrier Licensing:

The Board is required under the Transport Act to license ships operating in the Great Lakes area, Mackenzie River area and the Yukon territory. The Transport Act requires that the Board be satisfied that public convenience and necessity requires the operation of the ships in the transport of passengers and goods in the areas mentioned.

Six companies with a total of 59 vessels, aggregating 230,909 gross tonnage, were licensed for service on the Great Lakes and St. Lawrence River and five companies with a total of 31 tugs, (3,399 gross tonnage), and 122 barges, (30,891 gross tonnage), were licensed for service on the Mackenzie River System for the season of navigation 1961. Compared with the previous year, there was a decrease of six vessels on the Great Lakes and St. Lawrence River, and a decrease of one company and of four tugs and eight barges on the Mackenzie River System. On the Great Lakes and St. Lawrence River, total licensed gross tonnage decreased by 10,937 tons and, on the Mackenzie River System, total licensed gross tonnage decreased by 531 tons for tugs and by 2,143 tons for barges. No applications for licences for service in the Yukon territory were received during the year.

Trackage Maintenance Subsidy (Bridge Subsidy):

Section 468 of the Railway Act authorizes payments annually to the Canadian Pacific and Canadian National Railways of the cost of maintaining certain trackage in the Lake Superior District, such payments being subject to a maximum amount of $7,000,000. The Act requires that the amount of the subsidy paid be applied to a reduction in freight rates applying on traffic moving across the "bridge" as may be directed by the Board. The formula devised for the reduction of these freight rates was that part of the reduction be a percentage of the rate and part be a fixed sum per hundredweight. As a result of changes in the volume and composition of traffic passing over the subsidized trackage, and

changes in the length of haul, adjustments are made in the formula from time to time. The following shows the formula applied since the inception of this "bridge" subsidy:

Effective date	Per Cent of reduction in basic rate	Reduction in cents per 100 lbs.
May 1, 1952	2.53	5.8
May 1, 1953	3.50	9.5
Nov. 1, 1955	3.50	16.5
Mar. 1, 1956	3.50	9.5
Mar. 1, 1957	3.50	7.5
Mar. 1, 1959	3.50	10.5
Dec. 1, 1959	4.72	15.0

Freight Rates Reduction Act:

The Board by its Order 96300 dated November 17, 1958 authorized a seventeen per cent general freight rate increase which the railways put into effect on December 1, 1958. The Freight Rates Reduction Act came into force on July 8, 1959 providing for a freight rate subsidy of twenty million dollars and required the Board to order a general freight rates reduction.

The Board accordingly ordered a reduction in the seventeen per cent general freight rate increase to a level of 10% and later to a level of 8%. Amendments to the said Freight Rates Reduction Act have continued the subsidy up to April 30, 1962 and the Board has concurrently maintained the general freight rate increase at the 8% level. Some 800 tariff schedules have been filed with the Board implementing this roll-back from the original 17% increased general freight rate level.

Agreed Charges:

Agreed charge agreements may be termed broadly as competitive rates with a traffic volume guarantee. The shipper agrees to forward a guaranteed amount of traffic via the railway in exchange for a satisfactory rate. These agreements are contracts between the shipper and the railway. There were in effect at the end of the year 1165 separate agreed charge agreements involving some 1845 different shippers.

The following shows the number of new agreed charge agreements, and amendments to existing agreements filed during the years 1958 to 1961 inclusive:

	1958	1959	1960	1961
New agreements	204	320	248	254
Amendments to existing agreements	544	684	779	1,010
Total	748	1,004	1,027	1,264

Railway Freight Tariff Regulations:

Conferences were held with representatives of the railways and water carriers with the object of reviewing the freight tariff regulations of the Board and formulating a more liberalized procedure of publishing and filing of freight tariffs within the basic principles of the Railway Act.

This Branch proposed to the railway companies a new method that would permit tariff publishing authorities of the railways to accomplish prompt tariff coverage of all traffic movements. These new regulations were formulated by the Branch and are contained in Supplement 1 to Tariff Circular 1-A, published

to become effective March 1, 1962. Board's General Order 874 dated December 8, 1961 approved these new regulations for use by all railway companies that file tariffs with the Board.

These new regulations are summarized:

The Board will not accept any tariff or amendments thereto which purport to become effective before its date of issue.

Issuance of special rate notices under Rule 34 of Tariff Circular 1-A are to be discontinued.

Limited Freight Tariffs are authorized to be issued in order that legal tariff coverage may be made expeditiously.

General:

During the year the Branch dealt with applications placed before the Board for decision; these applications invariably involve historical rate studies and analyses and recommendations from the Branch to the Board. Conferences and hearings were attended; information was furnished Members of Parliament and to other government departments as requested; and in all respects the Branch has laboured to discharge its responsibilities efficiently.

Change in Officers of the Branch:

Mr. A. S. Kirk who had served as the Board's Director of Traffic since 1948 and prior to that time as Assistant Director of Traffic was appointed a Commissioner of the Board effective Janauary 3, 1962.

Mr. H. W. Ellicott, the Branch's Assistant Director since 1948, was appointed to succeed Mr. Kirk as the Director of the Branch.

APPENDICES

APPENDIX "A"—ECONOMICS AND ACCOUNTING

TABLE I—WAYBILL ANALYSIS
Percent of Sample Ton Miles

Type of Traffic	1954	1955	1956	1957	1958	1959	1960
	%	%	%	%	%	%	%
Class Rated	4.3	4.3	3.4	3.6	3.1	3.1	2.2
Commodity Non-Competitive	43.4	43.5	35.8	35.8	32.4	31.8	29.1
Statutory	30.1	25.6	33.8	31.7	32.7	30.9	36.0
Competitive	12.5	15.8	17.2	16.7	17.3	17.4	15.6
Agreed Charge	3.2	4.9	5.1	7.2	8.7	12.2	13.0
Multiple Rates	3.9	3.1	2.1	2.7	3.3	2.2	2.1
Mixed Shipments	2.6	2.8	2.6	2.3	2.5	2.4	2.0
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE II—WAYBILL ANALYSIS
Percent of Sample Revenue

Type of Traffic	1954	1955	1956	1957	1958	1959	1960
	%	%	%	%	%	%	%
Class Rates	10.8	10.2	9.3	9.4	8.2	7.9	5.9
Commodity Non-Competitive	49.4	45.0	41.3	41.4	37.3	34.7	32.8
Statutory	10.4	8.9	11.5	9.9	10.5	8.6	10.8
Competitive	15.8	19.3	21.0	20.5	23.1	27.0	26.8
Agreed Charge	5.9	9.4	10.0	12.3	13.8	16.1	18.3
Multiple Rates	2.0	1.7	1.2	1.5	1.9	1.2	1.5
Mixed Shipments	5.7	5.5	5.7	5.0	5.2	4.5	3.9
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE III—WAYBILL ANALYSIS
Average Revenue per Freight Ton Mile

Type of Traffic	1954	1955	1956	1957	1958	1959	1960
	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Class Rated	3.89	3.65	3.89	4.05	4.05	4.59	4.47
Commodity Non-Competitive	1.75	1.58	1.66	1.81	1.78	1.95	1.86
Statutory	0.53	0.53	0.49	0.49	0.50	0.50	0.50
Competitive	1.94	1.87	1.77	1.93	2.07	2.77	2.84
Agreed Charge	2.87	2.93	2.85	2.65	2.47	2.37	2.33
Multiple Rates	0.78	0.80	0.84	0.87	0.86	0.99	1.12
Mixed Shipments	3.34	2.98	3.22	3.40	3.22	3.37	3.18
Total	1.54	1.52	1.45	1.57	1.55	1.79	1.65

TABLE IV—OPERATING RESULTS—CLASS I RAILWAYS[1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1956	1,228,927,347	1,137,933,251	90,994,096	68,024,396	2,691,703
Year—1957	1,193,074,122	1,141,311,725	51,762,397	60,315,274	2,729,349
Year—1958	1,132,596,476	1,106,676,187	25,920,289	58,758,436	2,320,646
Year—1959	1,175,990,301	1,132,316,340	43,673,961	58,138,822	2,291,412
Year—1960	1,112,842,832	1,081,407,545	31,435,287	56,633,523	2,122,155
1960—10 Months	928,126,064	916,445,974	11,680,090	47,329,195	1,792,444
1961—10 Months	954,052,693	924,894,997	29,157,696	49,635,504	1,555,667

[1] Canadian National and Canadian Pacific; as of January 1, 1958 the Hudson Bay Railway was absorbed into the Canadian National System.

TABLE V—OPERATING RESULTS—CLASS II RAILWAYS[1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1956	151,427,349	136,729,313	14,698,036	10,432,414	207,866
Year—1957	152,821,412	142,959,079	9,862,333	10,415,047	177,991
Year—1958	117,110,266	109,283,214	7,827,052	7,180,114	149,692
Year—1959	138,855,449	122,239,745	16,615,704	9,333,997	136,995
Year—1960	132,062,602	115,573,044	16,489,558	8,229,355	128,749
1960—10 Months	115,499,433	105,083,887	10,415,546	7,596,860	110,123
1961—10 Months	98,834,509	89,893,333	8,941,176	6,368,806	93,210

[1] Seventeen Railways earning over $500,000 gross rail revenues annually in 1956 and 1957. Sixteen Railways from January 1, 1958 (Hudson Bay Railway absorbed into Canadian National System).

TABLE VI—OPERATING RESULTS—TELEPHONE COMPANIES[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Telephones Operated[2]
	$	$	$	No.
Year—1956	311,604,462	263,868,181	47,736,281	3,178,288
Year—1957	344,800,178	295,115,666	49,684,512	3,407,041
Year—1958	374,249,550	319,740,054	54,509,496	3,621,056
Year—1959	432,087,017	359,605,258	72,481,759	3,836,309
Year—1960	464,333,438	381,914,102	82,419,336	4,023,612
1960—10 Months	384,414,854	316,403,274	68,011,580	4,003,688
1961—10 Months	414,509,783	337,466,009	77,043,774	4,143,315

[1] Includes the Bell Telephone Co., British Columbia Telephone Co., and Bonaventure and Gaspe Telephone Co.
[2] Bonaventure and Gaspe telephones not included.

TABLE VII—OPERATING RESULTS—WATER CARRIERS ON MACKENZIE WATERWAYS[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Freight Carried
	$	$	$	(Tons)
Year—1956	5,133,952	4,827,814	306,138	242,928
Year—1957	5,158,838	4,986,460	172,378	233,261
Year—1958	5,147,457	5,084,557	62,900	232,938
Year—1959	4,817,918	4,866,875	(48,957)	225,049
Year—1960	3,922,862	3,858,340	64,522	193,046

[1] 1956 and 1957 report includes water transport operations of the Hudson's Bay Co., McInnes Products Corporation, Northern Transportation Co., and Yellowknife Transportation Co. Operations of the McInnes Products Corporation which are on a basis of fiscal year beginning May 1 annually have been included in the calendar year indicated. At the end of 1957 season Mackenzie River operations of the Hudson's Bay Company were sold to Northern Transportation Co.

TABLE VIII—OPERATING RESULTS—INTERNATIONAL BRIDGES AND TUNNELS[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Vehicles	Pedestrians	Passengers Other Than Vehicle Drivers
	$	$	$	No.	No.	No.
Year—1956.....	8,435,997	5,311,150	3,124,847	16,979,352	1,083,436	25,153,720
Year—1957.....	9,030,586	5,616,809	3,413,777	17,564,202	1,044,553	30,288,047
Year—1958.....	9,210,222	6,020,016	3,190,206	17,414,083	1,000,180	29,833,908
Year—1959.....	9,810,162	6,052,786	3,757,376	17,629,978	847,308	28,306,119
Year—1960.....	10,541,154	6,348,264	4,192,890	18,611,282	886,011	28,888,419

[1] Includes reports of the following companies:
- Buffalo and Fort Erie Public Bridge Authority
- Cornwall International Bridge (September 30 annually)
- Detroit and Canada Tunnel Corporation (October 31 annually)
- Detroit International Bridge and Canadian Transit Co.
- Niagara Falls Bridge Commission:
  - Rainbow Bridge (October 31 annually)
  - Whirlpool Rapids Bridge (October 31 annually)
  - Lewiston-Queenston Bridge (October 31 annually)
- State Bridge Commission of Michigan (May 31 annually)
- Thousand Islands Bridge Authority (February 28 annually)
- International Bridge and Terminal Co.
- Ogdensburg Bridge Authority
- Baudette-Rainy River International Toll Bridge

APPENDIX B—ENGINEERING

STATEMENT 1—EXPENDITURE FOR PROTECTION AT HIGHWAY CROSSINGS 1909 TO DECEMBER 31, 1961, AND A COMPARISON OF EXPENDITURE TO POPULATION

Province	Population	Percentage of Total Population	Expenditure from Railway Grade Crossing Fund	Percentage of Total Expenditure From Fund	Expenditures by Province, Municipality and Utilities	Expenditures by Railway	Total
		%	$ cts.	%	$ cts.	$ cts.	$ cts.
British Columbia	1,631,000	9.04	5,025,441 38	9.69	8,446,209 76	753,507 26	14,225,158 40
Alberta	1,313,000	7.28	3,544,503 62	6.84	2,739,692 80	1,021,640 05	7,305,836 47
Saskatchewan	914,000	5.06	2,524,374 75	4.87	1,971,756 24	490,128 56	4,986,259 55
Manitoba	909,000	5.04	1,544,574 52	2.98	450,636 69	480,714 61	2,475,925 82
Ontario	6,179,000	34.23	26,022,530 09	50.19	25,681,598 53	16,977,012 16	68,681,140 78
Quebec	5,192,000	28.77	7,918,542 97	15.27	5,995,479 59	2,071,398 52	15,985,421 08
New Brunswick	608,000	3.37	2,326,474 61	4.49	1,104,765 24	751,171 39	4,182,411 24
Nova Scotia	730,000	4.04	2,397,559 70	4.62	1,172,859 33	615,644 51	4,186,063 54
Prince Edward Island	105,000	.58	44,789 25	0.09	20,109 04	8,351 29	73,249 58
Newfoundland	468,000	2.59	292,742 84	0.56	69,279 98	9,549 55	371,572 37
Reflectorization of Crossing Signs			163,172 96	0.32		42,123 16	205,296 12
Reflectorization of Railway Cars			41,837,42	0.08		10,539 65	52,377 07
Totals	18,049,000	100	51,846,544 11	100	47,652,387 20	23,231,780 71	122,730,712 02

STATEMENT 2—EXPENDITURES FROM THE FUND TOWARD PROJECTS APPROVED BY THE BOARD FOR THE SAFETY AND CONVENIENCE OF THE PUBLIC

Province	Railway Grade Crossing Fund
British Columbia	$ 886,047 66
Alberta	672,201 63
Saskatchewan	540,203 53
Manitoba	693,335 00
Ontario	5,947,109 90
Quebec	654,886 71
New Brunswick	773,771 59
Nova Scotia	448,603 12
Prince Edward Island	12,135 62
Newfoundland	273,607 34
Reflectorization of Crossing Signs	151,725 80
Reflectorization of Railway Cars	20,506 35
TOTAL	$11,074,134 25

STATEMENT 3—DISTRIBUTION OF CONTRIBUTIONS (COMMITMENTS) FROM THE RAILWAY GRADE CROSSING FUND BY PROVINCES

DURING THE YEAR 1961

British Columbia	$ 2,062,533 28
Alberta	1,526,371 60
Saskatchewan	209,785 19
Manitoba	1,870,593 63
Ontario	7,656,616 46
Quebec	2,430,414 03
New Brunswick	297,733 61
Nova Scotia	682,393 20
Prince Edward Island	37,000 00
Newfoundland	286,210 81
Total	$17,060,651 81
Reflectorization of Crossing Signs	182,064 00
Reflectorization of Railway Cars	20,506 35
GRAND TOTAL	$17,262,222 16

GRADE SEPARATIONS APPROVED IN 1961

STATEMENT 4 THE FOLLOWING GRADE SEPARATIONS, RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS WERE APPROVED DURING THE YEAR AT THE FOLLOWING LOCATIONS AND CONTRIBUTIONS WERE MADE TOWARDS THE COST OUT OF THE RAILWAY GRADE CROSSING FUND

Asterisk denotes project approved prior to current year on a Cost Reserved basis and a grant from the Railway Grade Crossing Fund was approved during 1961.

Order Number and Date	Grade Separations, Reconstruction of Grade Separations, Relocation of Utility Plants and Highway Diversions	Contributions From the Railway Grade Crossing Fund	
		%	$ cts.
Province of British Columbia			
104144 – April 4/61	Construction of overhead bridge, Eighth Avenue, Kamloops, C.P.R.	80	453,700 00
	Utility (2)	80	2,425 00
104935 – July 3/61	Construction of subway, Vancouver Avenue, Penticton, mile 132.0 Carmi Subdivision, C.P.R.	80	193,400 00
	Utility (1)	80	200 00
104936 – July 3/61	Construction of overhead bridge, South Slocan, mile 0.19 Slocan Subdivision, C.P.R.	80	228,000 00
104946 – July 4/61	Reconstruction of overhead bridge, Spences Bridge, mile 75.07 Ashcroft Subdivision, C.N.R.	50	155,650 00
105264 – Aug. 1/61	Highway Diversion, Revelstoke-Arrowhead Highway, mile 9.10- 10.00 Arrow Lake Subdivision, C.P.R.	40	18,800 00
105505 – Aug. 29/61	Construction of subway, Trans-Canada Highway, Campbell Creek, mile 15.08 Okanagan Subdivision, C.N.R.	80	358,500 00
105505 – Aug. 29/61	Utility (1)	80	1,120 00
105514 – Aug. 30/61	Reconstruction of overhead bridge, Trans-Canada Highway, Sicamous, mile 0.25 Okanagan Subdivision, C.P.R.	50	117,500 00
105836 – Oct. 2/61	Reconstruction of overhead bridge, near Haig, mile 40.50 Cascade Subdivision, C.P.R.	50	150,000 00
105912 – Oct. 11/61	Utility (1)—reconstruction of overhead bridge, near Haig	50	1,070 00
105995 – Oct. 20/61	Construction of overhead bridge, Highway No. 16, near Hazelton, mile 48.7 Bulkley Subdivision, C.N.R.	80	204,000 00
	Adjustments made to cover increased grants for projects approved prior to 1961		10,728 28
Total			1,895,093 28
Province of Alberta			
103947 – March 6/61	Construction of subway, Highway No. 8, Bowness, mile 6.85 Laggan Subdivision, C.P.R.	80	258,160 00
	Utility (1)	80	2,360 00
104310 – April 25/61	Construction of subway, 21st Street, Lethbridge, mile 107.27 Taber Subdivision, C.P.R.	80	388,200 00
	Utility (3)	80	17,500 00
104375 – May 2/61	Construction of subway, 127th Street near 126th Avenue, Edmonton, mile 4.35 Edmonton Terminal Subdivision, C.N.R.	80	500,000 00
	Utility (3)	80	11,000 00
104737 – June 13/61	Reconstruction of overhead bridge, NE¼ 23 5 6–4, Manyberries, mile 0.3 Sterling Subdivision, C.P.R.	50	21,500 00
Total			1,198,720 00

STATEMENT 4—THE FOLLOWING GRADE SEPARATIONS, RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS WERE APPROVED DURING THE YEAR AT THE FOLLOWING LOCATIONS AND CONTRIBUTIONS WERE MADE TOWARDS THE COST OUT OF THE RAILWAY GRADE CROSSING FUND—*Continued*

Order Number and Date	Grade Separations, Reconstruction of Grade Separations, Relocation of Utility Plants and Highway Diversions	Contributions From the Railway Grade Crossing Fund	
		%	$ cts.
Province of Saskatchewan			
	Adjustments made to cover increased grants for projects approved prior to 1961		964 44
	Total		964 44
Province of Manitoba			
103784 - Feb. 14/61	Construction of overhead bridge, Trans-Canada Highway, St. Boniface, mile 146.97 Sprague Subdivision, C.N.R.	80	*500,000 00
105302 - Aug. 4/61	Reconstruction of overhead bridge, Highway No. 10, near North Brandon, mile 121.3 Harte Subdivision, C.N.R.	50	53,500 00
105877 - Oct. 5/61	Construction of overhead bridge, Tupper Street, Portage la Prairie, C.N.R. Mile 47.8 Harte Subdivision, and C.P.R. Mile 55.80 Carberry Subdivision	80	400,650 00
	Utility (2)	80	36,200 00
106210 - Nov. 16/61	Construction of overhead bridge, 18th St., Brandon, mile 0.47 Broadview Subdivision, C.P.R.	80	500,000 00
	Utility (3)	80	50,800 00
106265 - Nov. 21/61	Utility (2)—Construction of overhead bridge, Dugald Road, St. Boniface, mile 125.7 Minaki Subdivision, C.N.R.	80	22,021 96
106277 - Nov. 21/61	Reconstruction of overhead bridge, Highway No. 83, Miniota, mile 36.9 Miniota Subdivision, C.N.R.	50	60,000 00
	Adjustments made to cover increased grants for projects approved prior to 1961		39,757 67
	Total		1,662,929 63
Province of Ontario			
103580 - Jan. 20/61	Reconstruction of overhead bridge, North Front Street, Belleville, mile 221.48 Oshawa Subdivision, C.N.R.	50	141,800 00
	Utility (3)	50	13,150 00
103681 - Feb. 1/61	Reconstruction of overhead bridge, Sidney Street, Belleville, mile 222.2 Oshawa Subdivision, C.N.R.	50	4,000 00
103746 - Feb. 10/61	Construction of overhead bridge, County Road No. 26, County of Halton, mile 34.75 Oakville Subd., C.N.R.	80	315,500 00
	Utility (4)	80	30,300 00
103809 - Feb. 15/61	Highway Diversion, Porchester Drive, Twp. of Scarborough, C.N.R.	80	24,200 00
103950 - March 7/61	Reconstruction of subway, Stevenson Street, Guelph, mile 47.93 Brampton Subdivision, C.N.R.	50	65,900 00
	Utility (2)	50	820.00
104128 - March 28/61	Construction of overhead bridge, Jane Street, Metro. Toronto, mile 7.70 Brampton Subdivision, C.N.R.	80	500,000 00
104128 - March 28/61	Construction of overhead bridge, Jane Street, Metro. Toronto, mile 2.92 MacTier Subdivision, C.P.R.	80	500,000 00
	Utility (5)	80	36,565 00
104162 - April 13/61	Grant towards cost of works incurred by City of Cobourg, Ont., in connection with construction of D'Arcy Street overhead prior to cancellation of said project	80	19,300 00
104511 - May 19/61	Reconstruction of overhead bridge, Markham Road, Metro. Toronto, mile 322.5 Oshawa Subdivision, C.N.R.	50	250,000 00
	Utility (2)	50	6,150 00

104839 – June	22/61	Construction of overhead bridge, County Road No. 11, County of Welland, mile 11.42 NF, N.Y.C. Main Line Subdivision	80	500,000 00
		Utility (3)	80	53,500 00
104850 – June	22/61	Reconstruction of Subway, Britannia Side Road, County of Peel, mile 21.44 Galt Subdivision, C.P.R.	50	157,000 00
		Utility (4)	50	6,000 00
105036 – July	12/61	Construction of overhead bridge, Pembroke Street West, Pembroke, C.P.R.	80	500,000 00
105037 – July	12/61	Construction of subway, Warden Avenue and Ellesmore Road, Scarboro Twp., mile 98.62 Oshawa Subdivision, C.P.R.	80	500,000 00
105315 – Aug.	4/61	Reconstruction of overhead bridge, County Rd. No. 30, County of Brant (Silver St., Paris), mile 0.3 Drumbo Subdivision, C.N.R.	50	65,200 00
105400 – Aug.	17/61	Reconstruction of existing overhead bridge, Davis Street, Simcoe, mile 42.51 Port Dover to Galt, L.E.&N.R.	50	30,350 00
		Utility (2)	50	850 00
105716 – Sept.	19/61	Construction of overhead bridge, Eglinton Avenue, Metro. Toronto, mile 59.4 Uxbridge Subdivision, C.N.R.	80	500,000 00
		Utility (3)	80	33,200 00
105945 – Oct.	16/61	Utility (2)—Construction of overhead bridge, Pembroke Street West, Pembroke, C.P.R.	80	5,740 00
106003 – Oct.	20/61	Reconstruction of overhead bridge, Riverside Drive, Ottawa, mile 2.9 Prescott Subdivision, C.P.R.	50	151,000 00
		Utility (2)	50	5,790 00
106183 – Nov.	10/61	Utility (3)—Reconstruction of overhead bridge, Co. Rd. No. 30, Co. of Brant, (Silver St., Paris), mile 0.3 Drumbo Subd., C.N.R.	50	1,670 00
106379 – Nov.	29/61	Construction of overhead bridge, North Augusta Road, Brockville, mile 124.64 Cornwall Subdivision, C.N.R.	80	445,120 00
		Utility (3)	80	45,500 00
106428 – Dec.	5/61	Construction of overhead bridge, Adelaide Street, London, mile 77.23 Dundas Subdivision, C.N.R.	80	500,000 00
		Utility (3)	80	9,000 00
		Adjustments made to cover increased grants for projects approved prior to 1961		260,300 06
		Total		5,677,905 06

Province of Quebec

103874 – Feb.	24/61	Utility (3)– Construction of overhead bridge, St. James St., Ville St. Pierre, C.N.R.	80	63,000 00
103936 – March	7/61	Utility (1)—Construction of subway, 55th Avenue, Lachine, C.N.R./C.P.R.	80	32,841 85
104530 – May	23/61	Utility (1)—Reconstruction of subway, Salaberry Street, Megantic, C.P.R.	50	1,018 41
104711 – June	6/61	Utility (1)—Construction of subway, 55th Avenue, Lachine, C.N.R.-C.P.R.	80	773 38
105220 – July	31/61	Construction of subway, Cote Vertu Road, St. Laurent, mile 5.4 Mount Royal Subdivision, C.N.R.	80	343,600 00
105220 – July	31/61	Utility (2)	80	13,000 00
106453 – Dec.	5/61			
105303 – Aug.	4/61	Utility (1)—Construction of subway, 55th Avenue, Lachine, C.N.R.-C.P.R.	80	29,013 81
105481 – Aug.	28/61	Reconstruction of subway, St. Patrick St., Montreal, mile 1.64 Hibernia Subdivision, C.N.R.	50	132,500 00
		Utility (2)	50	3,825 00
105665 – Sept.	15/61	Utility (3)—Reconstruction of subway, Wellington Street, Montreal, mile 1.5 Hibernia Subdivision, C.N.R.	50	22,200 00
105779 – Sept.	27/61	Reconstruction of existing overhead bridge, New Richmond, mile 63.55 Cascapedia Subdivision, C.N.R.	50	19,300 00
106176 – Nov.	9/61	Construction of overhead bridge, St. John's Road, (Montee St. Jean), Pointe Claire, mile 14.01 Cornwall Subdivision, C.N.R.	80	220,100 00
106176 – Nov.	9/61	Construction of overhead bridge, St. John's Road (Montee St. Jean), Pointe Claire, mile 8.54 Winchester Subdivision, C.P.R.	80	217,820 00
		Adjustments made to cover increased grants for projects approved prior to 1961		209,100 00
		Total		1,308,092 45

STATEMENT 4—THE FOLLOWING GRADE SEPARATIONS, RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS WERE APPROVED DURING THE YEAR AT THE FOLLOWING LOCATIONS AND CONTRIBUTIONS WERE MADE TOWARDS THE COST OUT OF THE RAILWAY GRADE CROSSING FUND—*Concluded*

Order Number and Date	Grade Separations, Reconstruction of Grade Separations, Relocation of Utility Plants and Highway Diversions	Contributions From the Railway Grade Crossing Fund	
		%	$ cts.
Province of New Brunswick			
104117 – March 28/61	Reconstruction of overhead bridge, Highway No. 17, Grog Brook, mile 31.13 St. Quentin Subd., C.N.R.	50	40,000 00
	Utility (2)	50	1,100 00
104142 – April 4/61	Highway Diversion, Access Road to Trans-Canada Highway, near Gayton, mile 107.19 Springhill Subd., C.N.R.	80	9,000 00
104177 – April 7/61	Utility (2) Construction of subway, Highway No. 2, Lancaster, mile 3.77 Saint John Sd., C.P.R.	80	9,000 00
106451 – Dec. 5/61	Utility (2) -Highway Diversion, Highway No. 2, mile 71.19 73.45 Temiscouata Subd., C.N.R.	80	2,096 69
	Adjustments made to cover increased grants for projects approved prior to 1961		41,600 00
	Total		102,796 69
Province of Nova Scotia			
104300 – April 24/61	Utility (2)—Construction of subway, Kempt Road, Halifax, C.N.R.	60	23,577 32
105316 – Aug. 8/61	Construction of overhead bridge, Highway No. 3, Oakland, mile 65.39 Chester Subdivision, C.N.R.	80	172,800 00
105883 – Oct. 5/61	Reconstruction of overhead bridge, St. George Street, Annapolis Royal, mile 0.05 Yarmouth Subdivision, D.A.R.	50	46,300 00
	Adjustments made to cover increased grants for projects approved prior to 1961		8,953 83
	Total		251,631 15
Province of Prince Edward Island	Nil		
Province of Newfoundland			
105495 – Aug. 28/61	Construction of overhead bridge, Mill Lane, St. John's, mile 0.49 St. John's Subdivision, C.N.R.	80	225,000 00
	Utility (1)	80	4,000 00
	Adjustments made to cover increased grants for projects approved prior to 1961		6,570 81
	Total		235,570 81
	Grand Total		12,333,703 51

STATEMENT 5—THE FOLLOWING GRADE SEPARATIONS WERE APPROVED IN 1961 BUT COST RESERVED AND NO CONTRIBUTIONS WERE MADE FROM THE RAILWAY GRADE CROSSING

Order No. and Date	Type of Project	Railway	Location
	PROVINCE OF ONTARIO		
104809 - June 20/61	Subway	C.P.R.	Brimley Road, Twp. of Scarborough, Mile 96.1 Oshawa Subdivision.
105754 - Sept. 25/61	Overhead	C.P.R.	Markham Road, (Highway No. 48), near Brown's Corners, Twp. of Scarborough, Mile 85.63 Peterborough Subdivision.

STATEMENT 6—THE FOLLOWING GRADE SEPARATIONS WERE APPROVED DURING THE YEAR AND CONTRIBUTIONS TOWARDS THE COST COULD NOT BE MADE FROM THE RAILWAY GRADE CROSSING FUND UNDER THE TERMS OF SECTION 265 OF THE RAILWAY ACT

Order No. and Date	Type of Project	Railway	Location
	PROVINCE OF BRITISH COLUMBIA		
103952 - Mar. 8/61	Overhead bridge	C.P.R.	Paulson, Mile 63.6 Boundary Subdivision.
105492 - Aug. 28/61	Overhead bridge	G.N.R.	Municipality of Burnaby, Mile 146.7 Second Subd.
105745 - Sept. 19/61	Overhead bridge	G.N.R.	Mile 130.15 Second Subd.
105814 - Sept. 28/61	Overhead bridge	C.P.R.	Trans-Canada Highway, Drynock East, Mile 76.77 Thompson Subd.
	PROVINCE OF ALBERTA		
105219 - July 31/61	Subway	C.P.R.	Provincial Highway No. 6, in SE, ¼ of Sec. 25, Twp. 4, Rge. 30, W4M, Mile 5.5 Brocket Southerly Branch.
105803 - Sept. 28/61	Overhead bridge	C.N.R.	Highway No. 2, in SE ¼ of Sec. 8, Twp. 39, Rge. 27, W4M, Mile 39.47 Brazeau Subd.
105864 - Oct. 3/61	Overhead bridge	C.P.R.	Southbound lane of Highway No. 2, Mile 90.89 Red Deer Subd.
105864 - Oct. 3/61	Overhead bridge	C.P.R.	Northbound lane of Highway No. 2, Mile 90.94 Red Deer Subd.
105952 - Oct. 17/61	Overhead bridge	C.P.R.	Northbound lane of Highway No. 2, Mile 2.25 Hoadley Subd.
105952 - Oct. 17/61	Overhead bridge	C.P.R.	Southbound lane of Highway No. 2, Mile 2.25 Hoadley Subd.

STATEMENT 6—THE FOLLOWING GRADE SEPARATIONS WERE APPROVED DURING THE YEAR AND CONTRIBUTIONS TOWARDS THE COST COULD NOT BE MADE FROM THE RAILWAY GRADE CROSSING FUND UNDER THE TERMS OF SECTION 265 OF THE RAILWAY ACT—*Concluded*

Order No. and Date	Type of Project	Railway	Location
PROVINCE OF ONTARIO			
104017 – Mar. 14/61	Reconstruct Overhead	C.N.R.	Twp. of Medora, Mile 104.5 Bala Subd.
104043 – Mar. 20/61	Overhead bridge	C.N.R.	Young St., Twp. of Vaughan, Mile 19.4 Toronto Terminal Project.
104050 – Mar. 21/61	Reconstruct Subway	C.P.R.	Talbot St., London.
104200 – April 7/61	Subway	C.N.R.	Highway No. 403, Twp. of West Flamborough, Mile 0.48 Dundas Subd.
104272 – April 17/61	Subway	C.P.R.	Highway No. 403, Twp. of West Flamborough, Mile 0.60 Goderich Subd.
104709 – June 9/61	Subway	C.N.R.	Dufferin St., Twp. of Vaughan, Mile 22.1 York Subd.
104741 – June 14/61	Overhead bridge	C.P.R.	Queensway, Ottawa, Mile 0.76 Prescott Subd.
104765 – June 15/61	Subway	C.N.R.	7th Concession Rd., Twp. of Vaughan, Mile 27.2 York Subd.
104775 – June 16/61	Overhead bridge	C.N.R.	Sherwood Sideroad, Twp. of Vaughan, Toronto Terminal Project.
104894 – June 27/61	Overhead bridge	C.N.R.	Highway No. 27, Twp. of Etobicoke, Mile 29.7 York Subd.
105087 – July 18/61	Subway	C.P.R.	Warden Ave., Twp. of Scarborough, Mile 98.70 Oshawa Subd.
105179 – July 26/61	Subway	C.N.R.	Bathurst St., Twp. of Vaughan, Mile 20.8 York Subd.
105366 – Aug. 15/61	Subway	C.N.R.	Woodbridge Rd., Twp. of Vaughan, Mile 27.6 York Subd.
105856 – Oct. 3/61	Pedestrian Overhead	C.N.R.	Toronto, Mile 19.39 York Subd.
106377 – Nov. 28/61	Subway	C.N.R.	Highway No. 405, Twp. of Stamford, Mile 3.51 Spur line to Queenston Quarry.
106676 – Dec. 28/61	Overhead bridge	C.N.R.	County Rd. No. 7, Twp. of Toronto, Mile 33.2 York Subd.
PROVINCE OF QUEBEC			
105462 – Aug. 25/61	Reconstruct overhead	C.N.R.	Parish of New Richmond, Mile 66.56 Cascapedia Subd.
105520 – Sept. 5/61	Reconstruct subway	C.N.R.	Route 19, Grand'Mere, Mile 42.2 Grand'Mere Subd.
105805 – Sept. 28/61	Pedestrian overhead	C.N.R.	Lachine, Mile 8.38 Cornwall Subd.
105816 – Sept. 28/61	Overhead bridge	C.P.R.	Village of Lafontaine, Mile 16.48 Ste. Agathe Subd.
106173 – Nov. 9/61	Subway	C.N.R.	Metropolitan Blvd., Dorval.
PROVINCE OF NOVA SCOTIA			
104763 – June 15/61	Overhead bridge	C.N.R.	Halifax Bicentennial Drive, Mile 14.75 Bedford Subd.
104785 – June 16/61	Overhead bridge	C.N.R.	Halifax Bicentennial Drive, Mile 1.3 Dartmouth Subd.

STATEMENT 7 -CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION IN 1961

Order No. and Date	Protection	Location	Railway	Contribution
				$ cts.
		PROVINCE OF BRITISH COLUMBIA		
Installations of flashers and bell at unprotected crossings.				
103709 – Feb. 6/61	Two flashers and bell	Highway No. 193, Chase Bridge Road, M. 93.46 Shuswap Subd., near Chase, B.C.	C.P.R.	10,400 00
104338 – Apr. 27/61	Two flashers and bell	Hwy. No. 2, Cameron St., Prince George, B.C., M. 1.05 Nechako Subd.	C.N.R.	8,000 00
104557 – May 26/61	Two flashers and bell	Waddington Road, Nanaimo, B.C., M. 74.48 Victoria Subd.	C.P.R. (E&N)	6,720 00
104814 – June 21/61	Two flashers and bell	Essendene St., Abbotsford, B.C., M. 6.59 Mission Subd.	C.P.R.	16,680 00
105228 – July 31/61	Two flashers and bell	Townsite Road, Nanaimo, B.C., M. 73.5 Victoria Subd.	E. & N.	7,600 00
105318 – Aug. 9/61	Two flashers and bell	Hwy. No. 19, Island Hwy., Dashwood, B.C., M. 106.0 Victoria Subd.	E. & N.	8,000 00
105339 – Aug. 11/61	Two flashers and bell	Northfield Road, Nanaimo, B.C., M. 75.00 Victoria Subd.	E. & N.	8,160 00
105341 – Aug. 11/61	Two flashers and bell	Herd Road, near Somenos Station, M. 42.69 Victoria Subd.	E. & N.	9,920 00
105380 – Aug. 16/61	Two flashers and bell	Island Highway, Shaws Hill, B.C., M. 108.20 Victoria Subd.	E. & N.	8,080 00
105386 – Aug. 16/61	Two flashers and bell	Island Highway, Mud Bay, B.C., M. 121.40 Victoria Subd.	E. & N.	7,920 00
105417 – Aug. 18/61	Two flashers and bell	Royston Rd., Royston, B.C., M. 135.75 Victoria Subd.	E. & N.	8,960 00
105428 – Aug. 21/61	Five flashers and three bells	Admirals Road, Corp. Twp. of Esquimalt, M. 2.53 Victoria Subd.	E. & N.	13,400 00
105442 – Aug. 22/61	Two flashers and bell	7th Street, Nanaimo, B.C., M. 71.30 Victoria Subd.	E. & N.	7,760 00
105444 – Aug. 22/61	Two flashers and bell	5th Street, Nanaimo, B.C., M. 71.80 Victoria Subd.	E. & N.	9,360 00
105479 – Aug. 28/61	Two flashers and bell	Hwys. 3 & 93, near Wardner, B.C., M. 4.74 Lake Windermere Subd.	C.P.R.	6,280 00
105480 – Aug. 28/61	Two flashers and bell	Smith Lake Road, Cranbrook, M. 1.30 Nelson Subd.	C.P.R.	7,600 00
105494 – Aug. 28/61	Two flashers and bell	Valley Road South, South of Grand Forks, B.C., M. 93.4 Boundary Subd.	C.P.R.	8,440 00
105721 – Sept. 19/61	Two flashers and bell	Oyama Road, Oyama, B.C., M. 98.76 Okanagan Subd.	C.N.R.	5,600 00
Installation of flashers and bell in lieu of existing protections.				
104690 – June 8/61	Two flashers and bell in lieu of danger sign & bell	Lampson St., Corp. Twp. of Esquimalt, B.C., M. 1.76 Victoria Subd.	E. & N.	8,560 00
			Total	167,440 00

Summary:

Installations of flashers and bell at unprotected crossings—18
Installation of flashers & bell in lieu of existing protections—1

Order No. and Date	Protection	Location	Railway	Contribution
				$ cts.
		PROVINCE OF ALBERTA		
Installations of flashers and bell at unprotected crossings.				
104165 - April 7/61	Two flashers and bell	58th Ave., S.E., Calgary, Alta., M. 3.06 MacLeod Subd.	C.P.R.	13,520 00
104173 - April 7/61	Four flashers and 2 bells	82nd Avenue S.W., Calgary, Alta., M. 4.63 MacLeod Subd.	C.P.R.	9,120 00
104282 - April 20/61	Two flashers and bell	Dunmore St., Irvine, Alta., M. 125.9 Maple Creek Subd.	C.P.R.	7,920 00
104363 - May 1/61	Two flashers and bell	4th Avenue North, Claresholm, Alta., M. 80.72 MacLeod Subd.	C.P.R.	10,400 00
104801 - June 19/61	Two flashers and bell	Highway No. 11, near Sylvan Lake, Alta., Brazeau Subd., M. 58.94	C.N.R.	6,720 00
104805 - June 20/61	Two flashers and bell	Main St., Stony Plain, Alta., M. 24.06 Wabamun Subd.	C.N.R.	16,000 00
104805 - June 20/61	Two flashers and bell	5th Meridian St., Stony Plain, Alta., M. 23.84 Wabamun Subd.	C.N.R.	
105172 - July 26/61	Two flashers and bell	River Avenue, Village of Cochrane, M. 22.63 Laggan Subd.	C.P.R.	7,400 00
105206 - July 31/61	Two flashers and bell	Highway No. 53, near Rimbey, Alta., M. 33.3 Hoadley Subd.	C.P.R.	6,880 00
105210 - July 31/61	Two flashers and bell	Highway No. 45, at Beauvallon, Alta., M. 71.55 Willingdon Subd.	C.P.R.	8,800 00
105212 - July 31/61	Two flashers and bell	Highway No. 12, at Bentley, Alta., M. 16.90 Hoadley Subd.	C.P.R.	7,840 00
105213 - July 31/61	Two flashers and bell	Highway No. 28, near St. Paul, Alta., M. 123.41 Coronado Subd.	C.N.R.	6,160 00
105381 - Aug. 16/61	Two flashers and bell	Highway No. 13, Sedgewick, Alta., M. 18.96 Wetaskiwin Subd.	C.P.R.	8,440 00
105423 - Aug. 18/61	Two flashers and bell	Highway No. 12, Nugent, Alta., M. 42.02 Hoadley Subd.	C.P.R.	7,200 00
105476 - Aug. 28/61	Two flashers and bell	Highway No. 52, at Craddock, Alta., M. 5.0 Coutts Subd.	C.P.R.	8,720 00
105575 - Sept. 6/61	Two flashers and bell	Hwy. No. 17, Lloydminster, Alta., M. 0.01 Willingdon Subd.	C.P.R.	9,120 00
105648 - Sept. 13/61	Two flashers and bell	Highway No. 2, Slave Lake, Alta., M. 162.5 Slave Lake Subd.	N.A.R.	8,380 00
105649 - Sept. 13/61	Two flashers and bell	Highway No. 46, near Newbrook, Alta., M. 56.68 Lac La Biche Subd.	N.A.R.	7,500 00
105654 - Sept. 13/61	Two flashers and bell	Highway No. 2, near Driftpile, Alta., Mile 206.2 Slave Lake Subd.	N.A.R.	7,300 00
105755 - Sept. 25/61	Two flashers and bell	Centre St., Bow Island, Alta. M. 40.80 Taber Subd.	C.P.R.	8,560 00
105762 - Sept. 25/61	Two flashers and bell	Highway No. 24, Mossleigh, Alta., M. 48.3 Lomond Subd.	C.P.R.	7,700 00
105763 - Sept. 25/61	Two flashers and bell	Highway No. 41, Czar, Alta., M. 104.43 Hardisty Subd.	C.P.R.	9,280 00
105773 - Sept. 26/61	Two flashers and bell	Highway No. 49, near Wanham, Alta., M. 340.09 Smoky Subd.	N.A.R.	7,400 00
105941 - Oct. 16/61	Two flashers and bell	50th Street, Taber, Alta., M. 76.72 Taber Subd.	C.P.R.	16,960 00
105941 - Oct. 16/61	Two flashers and bell	51st Street, Taber, Alta., M. 76.63 Taber Subd.	C.P.R.	
106057 - Oct. 25/61	Two flashers and bell	County Road, near Rosebud Station, M. 76.23 Drumheller Subd.	C.N.R.	8,640 00
106112 - Nov. 6/61	Two flashers and bell	Main Road to Camp Wainwright, Alta., M. 0.8 Viking Subd.	C.N.R.	10,400 00
106113 - Nov. 6/61	Two flashers and bell	Main Street, 17-43-2-4, Hamlet of Ribstone, M. 112.14 Unity Subd.	C.N.R.	10,640 00

106220 – Nov. 16/61	Two flashers and bell	Highway No. 43.35, near Malaig, Alta., M. 6.76 Bonnyville Subd.	C.N.R.	6,120 00
106384 – Nov. 30/61	Two flashers and bell	1st xing east of Cluny Station, M. 116.3 Brooks Subd.	C.P.R.	6,080 00
106568 – Dec. 18/61	Four flashers and 2 bells	6th Street S.E., Calgary, Alta., M. 0.93 of spur track serving Canadian Mining & Smelting Co., from Mile 1.9 Macleod Subd.	C.P.R.	7,440 00
106607 – Dec. 21/61	Two flashers and bell	West of Irma, M.D. Wainwright No. 61 M. 17.89 Viking Subd.	C.N.R.	9,920 00
Installations of short arm gates, flashers and bell at unprotected crossings.				
104204 – April 11/61	Two gates, two flashers and bell	8th Street S.E., Calgary, Alta., M. 174.88 Brooks Subd.	C.P.R.	18,600 00
104456 – May 11/61	Two gates, two flashers and bell	15th Street S.E., Calgary, Alta., M. 0.66 Red Deer Subd.	C.P.R.	23,160 00
Installation of flashers and bell in lieu of existing protections.				
104599 – May 29/61	Two flashers and bell in lieu of wigags & bell	Highway No. 26, Carbon, Alta., M. 58.9 Langdon Subd.	C.P.R.	6,920 00
106666 – Dec. 28/61	Two flashers and bell in lieu of wigwag & bell	Main St., Mundar, Alta., M. 70.9 Vegreville Subd.	C.N.R.	7,040 00
		Adjustments made to cover increased grants to projects approved prior to 1961	.....	824 00
			TOTAL	323,104 00

Summary: Installations of flashers and bell at unprotected crossings—32
Installations of short arm gates, flashers and bell at unprotected crossings—2
Installations of flashers and bell in lieu of existing protections—2

PROVINCE OF SASKATCHEWAN

Installations of flashers and bell at unprotected crossings.				
104951 – July 4/61	Two flashers and bell	6th Ave. West, Prince Albert, M. 84.7 Duck Lake Subd.	C.N.R.	8,000 00
104972 – July 5/61	Two flashers and bell	13th Avenue, Estevan, Sask., M. 137.4 Portal Subd.	C.P.R.	13,440 00
105006 – July 6/61	Two flashers and bell	Highway No. 8, Spy Hill, Sask., M. 82.9 Miniota Subd.	C.N.R.	8,720 00
105022 – July 10/61	Two flashers and bell	Hwys. 35 and 39 Government Road, Weyburn, M. 84.34 Portal Subd.	C.P.R.	14,640 00
105044 – July 13/61	Two flashers and bell	Hwy. No. 35, Wadena, Sask., M. 86.8 Margo Subd.	C.N.R.	9,000 00
105088 – July 18/61	Two flashers and bell	Hwy. No. 20, Humboldt, M. 146.29 Margo Subd.	C.N.R.	10,400 00
105093 – July 18/61	Two flashers and bell	Highway No. 11, near Warman, M. 4.62 Langham Subd.	C.N.R.	9,040 00
105231 – July 31/61	Two flashers and bell	Highway No. 2, near Arpiers, M. 70.04 Sutherland Subd.	C.P.R.	9,080 00
105424 – Aug. 18/61	Two flashers and bell	Highway No. 5, Canora, Sask., M. 1.05 Assiniboine Subd.	C.N.R.	8,640 00
105433 – Aug. 21/61	Two flashers and bell	Highway No. 15, near Semans, M. 93.85 Touchwood Subd.	C.N.R.	8,320 00
105560 – Sept. 5/61	Two flashers and bell	6th Avenue East, Prince Albert, M. 160.46 Tisdale Subd.	C.N.R.	11,600 00

STATEMENT 7 CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION IN 1961—*Continued*

Order No. and Date	Protection	Location	Railway	Contribution
				$ cts.
		PROVINCE OF SASKATCHEWAN—*Concluded*		
Installations of flashers and bell at unprotected crossings.				
105757 – Sept. 25/61	Two flashers and bell	1st X west of Lestock Station, M. 58.17 Touchwood Subd.	C.N.R.	8,800 00
105954 – Oct. 17/61	Two flashers and bell	8th Street, Saskatoon, M. 2.42 Saskatoon Terminal	C.N.R.	8,208 00
105966 – Oct. 18/61	Two flashers and bell	1st crossing east of Wolseley Stn., M. 30.68 Indian Head Subd.	C.P.R.	9,440 00
106281 – Nov. 21/61	Two flashers and bell	Highway No. 5, near Humbolt, Sask., M. 2.63 Aberdeen Subd.	C.N.R.	8,720 00
106450 – Dec. 5/61	Two flashers and bell	Highway No. 7, Flaxcombe, N–9–29–26–3, M. 22.36 Oyen Subd.	C.N.R.	6,480 00
106477 – Dec. 6/61	Two flashers and bell	Hwy. No. 5, east of Humboldt, N 20–37–22–2 M. 27.23 Prince Albert Subd.	C.P.R.	7,400 00
106644 – Dec. 27/61	Two flashers and bell	Hwy. No. 14, Landis, E 23–37–18 3, M. 22.7 Unity Subd.	C.N.R.	9,320 00
Installations of short arm gates, flashers and bell at unprotected crossings.				
105448 – Aug. 22/61	Two gates, two flashers and bells	11th Ave. East, Swift Current, M. 109.8 Swift Current Subd.	C.P.R.	19,680 00
Improvements to existing protections.				
104567 – May 26/61	Relocation of masts and installation of 2 cantilever type signals in lieu of existing protection.	Ave. A., Saskatoon, Sask., M. 113.4 Sutherland Subd.	C.P.R.	4,280 00
		Adjustments made to cover increased grants to projects approved prior to 1961		2,516 93
			TOTAL	195,724 93

Summary: Installations of flashers and bell at unprotected crossings—18
Installations of short arm gates, flashers and bell at unprotected crossings—1
Improvements to existing protections—1

		PROVINCE OF MANITOBA		
Installations of flashers and bell at unprotected crossings.				
103597 – Jan. 25/61	Two flashers and bell	Highway No. 4, near Gonor, M. 18.5 Victoria Beach Subd.	C.N.R.	6,560 00
104380 – May 2/61	Two flashers and bell	Highway No. 13, near Gervais, M. 35.20 Harte Subd.	C.N.R.	7,064 00
104590 – May 29/61	Two flashers and bell	Highway No. 83, near Birtle, M. 59.8 Bredenbury Subd.	C.P.R.	7,200 00
104592 – May 29/61	Two flashers and bell	Highway No. 2, near Elm Creek, M. 41.23 Glenboro Subd.	C.P.R.	7,000 00
104721 – June 12/61	Two flashers and bell	Highway No. 5, Neepawa, M. 61.53 Minnedosa Subd.	C.P.R.	7,960 00

104806 - June 20/61	Two flashers and bell	Highway No. 83, near Virden, M. 49.26 Broadview Subd.	C.P.R.	7,420 00
104974 - July 5/61	Two flashers and bell	Gimli-Fraserwood Rd., Gimli, M. 57.08 Winnipeg Beach Subd.	C.P.R.	8,240 00
104975 - July 5/61	Two flashers and bell	Highway No. 2, near Glenboro, M. 103.3 Glenboro Subd.	C.P.R.	7,360 00
104976 - July 5/61	Two flashers and bell	Highway No. 4, Tyndall, M. 29.97 Lac du Bonnet Subd.	C.P.R.	7,560 00
105030 - July 12/61	Two flashers and bell	Highway No. 12, Anola, M. 229.28 Redditt Subd.	C.N.R.	8,720 00
105145 - July 24/61	Two flashers and bell	Highway No. 4, near Gonor, M. 15.67 Lac du Bonnet Subd.	C.P.R.	7,200 00
105169 - July 26/61	Two flashers and bell	Jefferson Ave., R.M. of West Kildonan, M. 2.22 Winnipeg Beach Subd.	C.P.R.	6,640 00
105217 - July 31/61	Two flashers and bell	Highway No. 20, Ochre River, M. 163.93 Gladstone Subd.	C.N.R.	8,440 00
105266 - Aug. 1/61	Two flashers and bell	Highway No. 10, near Westray, M. 67.66 Turnberry Subd.	C.N.R.	7,680 00
105322 - Aug. 9/61	Two flashers and bell	Highway No. 10, Prospector, M. 5.63 Flin Flon Subd.	C.N.R.	10,000 00
105345 - Aug. 14/61	Two flashers and bell	Highway No. 10, near Swan River, M. 4.33 Erwood Subd.	C.N.R.	8,000 00
105565 - Sept. 5/61	Two flashers and bell	Main St., Ethelbert, M. 29.61 Cowan Subd.	C.N.R.	11,880 00
105604 - Sept. 8/61	Two flashers and bell	Dawson Road (PTH 59), St. Boniface, M. 0.14 Transfer Lead off M. 149.84 Sprague Subd.	C.N.R.	5,840 00
105694 - Sept. 15/61	Two flashers and bell	Highway No. 10, Forrest, M. 9.7 Rapid City Subd.	C.P.R.	8,000 00
105964 - Oct. 18/61	Two flashers and bell	Main St., Grandview, M. 29.47 Togo Subd.	C.N.R.	10,320 00
106559 - Dec. 18/61	Two flashers and bell	Wellington Crescent, Winnipeg, M. 3.3 La Riviere Subd.	C.P.R.	9,600 00
Installation of short arm gates, flashers and bell at unprotected crossings				
105837 - Oct. 2/61	Two gates, two flashers and bell	King St., Virden, M. 47.5 Broadview Subd.	C.P.R.	17,200 00
104911 - June 28/61	Four gates, four flashers and four bells	Grant Ave., Winnipeg, M. 4.62 La Riviere Subd.	C.P.R. & Midland Rly. of Man.	18,560 00
			TOTAL	204,444 00

Summary: Installations of flashers and bell at unprotected crossings—21
Installations of short arm gates, flashers and bell at unprotected crossings—2

PROVINCE OF ONTARIO

Installations of flashers and bell at unprotected crossings.

103509 - Jan. 16/61	Two flashers and bell	County Road No. 14, County of Peel, at Snelgrove, M. 12.17 Orangeville Subd.	C.P.R.	8,880 00
103510 - Jan. 16/61	Two flashers and bell	County Rd. No. 6, County of Oxford, at Zorra, M. 93.97 Galt Subd.	C.P.R.	10,960 00
103562 - Jan. 19/61	Two flashers and bell	County Rd. No. 40, County of Elgin, M. 105.65 Cayuga Subd.	C.N.R.	6,800 00
103563 - Jan. 19/61	Two flashers and bell	East of Aylmer, Ont., M. 105.72 Cayuga Subd.	C.N.R.	6,800 00
103595 - Jan. 25/61	Two flashers and bell	Highway No. 7, Woodlawn Road, Guelph, M. 33.49 Goderich Subd.	C.P.R.	12,560 00
103618 - Jan. 26/61	Two flashers and bell	12th Conc. Road, Twp. of Chisholm, M. 43.52 Alderdale Subd.	C.N.R.	9,120 00
103637 - Jan. 27/61	Two flashers and bell	County Rd. No. 9, County of Peel, M. 16.08 Orangeville Subd.	C.P.R.	7,840 00

STATEMENT 7—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION IN 1961—*Continued*

Order No. and Date	Protection	Location	Railway	Contribution
				$ cts.
		PROVINCE OF ONTARIO—*Continued*		
Installations of flashers and bell at unprotected crossings.				
103651 – Jan. 31/61	Two flashers and bell	Galt St., Twp. of Guelph, M. 46.93 Brampton Subd.	C.N.R.	9,784 00
103674 – Jan. 31/61	Two flashers and bell	Tancred St., Sault Ste. Marie, M. 131.92 Thessalon Subd.	C.P.R.	8,460 00
103675 – Jan. 31/61	Two flashers and bell	Bruce St., Sault Ste. Marie, M. 131.65 Thessalon Subd.	C.P.R.	9,680 00
103685 – Feb. 1/61	Two flashers and bell	6th Conc. Road, Twp. of Eldon, M. 12.0 Midland Subd.	C.N.R.	7,072 00
103835 – Feb. 20/61	Two flashers and bell	County Rd. No. 12, County of Peel, M. 36.21 Milton Subd. / M. 19.84 Orangeville Subd.	C.N.R. / C.P.R.	11,184 00
103890 – Feb. 27/61	Two flashers and bell	Steele's Avenue, Twps. of Vaughan-North York, M. 9.54 MacTier Subd.	C.P.R.	7,840 00
104053 – Mar. 21/61	Two flashers and bell	8th Con. Road, Twp. of Pickering, M. 75.84 Peterborough Subd.	C.P.R.	8,720 00
104055 – Mar. 21/61	Two flashers and bell	Atha Road, Twp. of Pickering, M. 76.07 Peterborough Subd.	C.P.R.	8,560 00
104179 – April 7/61	Two flashers and bell	County Rd. No. 14, County of Kent, M. 57.60, No. 1 Subd.	C.&O.	7,816 00
104235 – April 13/61	Two flashers and bell	Boundary Line, Twp. of Toronto, Twp. of Chinguacousy, M. 17.64 Brampton Subd.	C.N.R.	13,600 00
104288 – April 20/61	Two flashers and bell	Francis St., Sault Ste. Marie, M. 132.04 Thessalon Subd.	C.P.R.	8,640 00
104376 – May 2/61	Two flashers and bell	County Rd. No. 6, Co. of Perth, M. 16.88 Newton Subd.	C.N.R.	14,944 00
104477 – May 16/61	Two flashers and bell	Scane Sideroad, County of Kent, M. 82.8, No. 1 Subd.	C.&O.	8,395 20
104713 – June 9/61	Two flashers and bell	Hwy. No. 136, near Melville, M. 30.91 Orangeville Subd.	C.P.R.	7,760 00
104723 – June 13/61	Two flashers and bell	Hwy. No. 11, near Beardmore, M. 70.55 Kinghorn Subd.	C.N.R.	7,560 00
104725 – June 13/61	Two flashers and bell	Hwy. No. 23, Monkton, M. 74.98 Goderich Subd.	C.P.R.	8,320 00
104796 – June 19/61	Two flashers and bell	Hwy. No. 38, Sydenham Road, Kingston, M. 98.33 Kingston Subd.	C.P.R.	8,160 00
104808 – June 20/61	Two flashers and bell	Hwy. No. 74, near Belmont, M. 24.73 St. Thomas Subd.	C.P.R.	10,400 00
104870 – June 26/61	Two flashers and bell	Hwy. No. 104, Grand Valley, M. 8.09 Teeswater Subd.	C.P.R.	8,240 00
104944 – July 3/61	Two flashers and bell	County Rd. No. 55 County of Wellington, M. 35.5 Teeswater Subd.	C.P.R.	8,720 00
104973 – July 5/61	Two flashers and bell	Hwy. No. 6, Twp. of Oneida, M. 0.29 Spur off M. 26.24 Hagersville Subd.	C.N.R.	7,960 00
104996 – July 6/61	Two flashers and bell	Queen St., Kitchener, M. 12.57 Waterloo Subd.	G.R.R.	5,600 00
105029 – July 12/61	Two flashers and bell	County Rd. No. 52, Co. of Wellington, M. 31.68 Teeswater Subd.	C.P.R.	8,560 00
105073 – July 17/61	Two flashers and bell	Hwy. No. 85, St. Jacobs, M. 9.16 Waterloo Subd.	C.N.R.	7,856 00
105113 – July 21/61	Two flashers and bell	Indian Line Road, Twp. of Toronto, M. 13.50 Brampton Subd.	C.N.R.	9,168 00
105138 – July 24/61	Two flashers and bell	Highway No. 556, Heyden, M. 13.65 Sault Ste. Marie Subd.	A.C.&H.B.	6,055 00
105164 – July 26/61	Two flashers and bell	Peoples Road, Twp. of Korah, M. 3.31 Sault Ste. Marie Subd.	A.C.&H.B.	6,280 00
105211 – July 31/61	Two flashers and bell	Hwy. No. 7, near Ailsa Craig, M. 25.99 Forest Subd.	C.N.R.	8,000 00
105267 – Aug. 1/61	Two flashers and bell	Caledonia Road, Twps. of York and North York, M. Spur Newmarket Subd., Leadley's Spur, off M 7.5.	C.N.R.	9,216 00
105284 – Aug. 3/61	Two flashers and bell	Hwy. No. 23, Main St., Atwood, M. 5.89 Kincardine Subd.	C.N.R.	14,616 00

105285 – Aug. 3/61	Two flashers and bell	Highway No. 17, near Petawawa, Mile 105.1 Chalk River Subd. East leg of wye	C.P.R.	
105285 – Aug. 3/61	Two flashers and bell	Hwy. No. 17, near Petawawa, Mile 105.4 Chalk River Subd. West leg of wye	C.P.R.	14,240 00
105511 – Aug. 30/61	Two flashers and bell	County Line, County Kent-Essex, M. 79.84 Windsor Subd.	C.P.R.	10,400 00
105457 – Aug. 24/61	One flasher and bell	10th Con. Road, County of Oxford, M. 32.36 Burford Subd.	C.N.R.	5,760 00
105457 – Aug. 24/61	One flasher and bell	10th Con. Road, County of Oxford, M. 14.42 Port Burwell Subd.	C.P.R.	6,880 00
105537 – Sept. 5/61	Two flashers and bell	Twp. of Morrison M. 101.37 Newmarket Subd.	C.N.R.	8,960 00
105551 – Sept. 5/61	Two flashers and bell	County Rd. No. 28, Kent County, M. 59.31 Windsor Subd.	C.P.R.	7,920 00
105574 – Sept. 6/61	Two flashers and bell	Highway No. 7, Main St., Ailsa Craig, Mile 22.44 Forest Subd.	C.N.R.	9,024 00
105584 – Sept. 6/61	Two flashers and bell	Mill and Peter Sts., Kitchener, M. 12.30 Waterloo Subd.	G.R.R.	6,400 00
105622 – Sept. 12/61	Two flashers and bell	Bayfield St., Barrie, Ont., M. 64.0 Newmarket Subd.	C.N.R.	10,800 00
105623 – Sept. 12/61	Two flashers and bell	Oxford St. (Hwy. No. 3), Tillsonburg, Ont., Borden's Spur from Mile 33.66 Burford Subd.	C.N.R.	4,660 00
105639 – Sept. 12/61	Two flashers and bell	4th Line Road, Twp. of Korah, M. 5.66 Sault Ste. Marie Subd.	A.C.&H.B.	6,280 00
105656 – Sept. 13/61	Two flashers and bell	County Rd. No. 21, County of Ontario, near Atherley, M. 89.87 Newmarket Subd.	C.N.R.	8,208 00
105760 – Sept. 25/61	Two flashers and bell	Hwy. No. 21, near Port Elgin, M. 51.15 Southampton Subd.	C.N.R.	8,080 00
105761 – Sept. 25/61	Two flashers and bell	Hwy. No. 7, Havelock, Spur Mile 0.28 Havelock Subd.	C.P.R.	6,720 00
105774 – Sept. 26/61	Two flashers and bell	Hwy. No. 69, Hanmer, M. 125.45 Sudbury Subd.	C.N.R.	10,912 00
105778 – Sept. 27/61	Two flashers	Burford Road (Hwy. No. 53), Brantford, Mile 64.02 Waterford Subd.	T.H.&B.	6,408 00
105778 – Sept. 27/61	One six-light unit flasher and bell	Burford Rd., (Hwy. No. 53), Brantford, M. 2.62 Burford Subd.	C.N.R.	6,624 00
105781 – Sept. 27/61	Two flashers and bell	Hwy. No. 68, near McKerrow, Mile 43.01 Webbwood Subd.	C.P.R.	8,000 00
105783 – Sept. 27/61	Two flashers and bell	Hwy. No. 68, Twp. of Howland, M. 37.83 Little Current Subd.	C.P.R.	8,560 00
105820 – Sept. 29/61	Two flashers and bell	6th Line Road, Twp. of Essa, Mile 56.37 MacTier Subd.	C.P.R.	9,600 00
105832 – Sept. 29/61	Two flashers and bell	Dunrobin Road, Malwood, Mile 22.05 Beachburg Subd.	C.N.R.	10,560 00
106013 – Oct. 23/61	Two flashers and bell	Braeside, M. 43.70 Chalk River Subd.	C.P.R.	10,400 00
106046 – Oct. 25/61	Two flashers and bell	County Rd. No. 85, Co. of Wellington, Mile 63.01 Fergus Subd.	C.N.R.	10,216 00
106074 – Oct. 26/61	Two flashers and bell	Hwy. No. 24, Village of Erin, M. 4.60 Flora Subd.	C.P.R.	8,240 00
106076 – Oct. 26/61	Two flashers and bell	Mulock Drive, Newmarket, M. 32.75 Newmarket Subd.	C.N.R.	10,976 00
106132 – Nov. 6/61	One flasher	George St., Harrowsmith, M. 84.75 Kingston Subd.	C.P.R.	6,800 00
106132 – Nov. 6/61	One flasher and bell	George St., (Colbrook Road), Harrowsmith, M. 85.20 Smiths Falls Subd.	C.N.R.	7,760 00
106291 – Nov. 22/61	Two flashers and bell	Hwy. No. 44, east of Carp Stn., M. 18.86 Renfrew Subd.	C.N.R.	8,080 00
106310 – Nov. 23/61	Two flashers and bell	Hwy. No. 537, St. Cloud, M. 101.31 Sudbury Subd.	C.N.R.	7,824 00
106356 – Nov. 27/61	Two flashers and bell	Hwy. No. 28 (Bridge Street), Bancroft, M. 85.65 Maynooth Subd.	C.N.R.	8,160 00
106357 – Nov. 27/61	Two flashers and bell	Hwy. No. 68, Twp. of White Fish River, M. 30.57 Little Current Subd.	C.P.R.	8,080 00
106394 – Nov. 30/61	Two flashers and bell	Road joining Front St. with Rly. St., Nipigon, M. 63.08 Nipigon Subd.	C.P.R.	9,920 00
106433 – Dec. 5/61	Two flashers and bell	Acres Sideroad, Britannia, M. 6.25 Carleton Place Subd.	C.P.R.	10,000 00
106449 – Dec. 5/61	Two flashers and bell	Hwy. No. 512, 1st xing east of Eganville Stn., M. 64.96 Renfrew Subd.	C.N.R.	12,560 00

Order No. and Date	Protection	Location	Railway	Contribution
				$ cts.
		PROVINCE OF ONTARIO—*Continued*		
		Installations of flashers and bell at unprotected crossings.		
106454 – Dec. 5/61	Two flashers and bell	1st xing north of station, Coniston, M. 110.05 Sudbury Subd.	C.N.R.	9,784 00
106468 – Dec. 6/61	Two flashers and bell	Hwy. No. 539, Twp. of Gibbone, M. 97.82 Alderdale Subd.	C.N.R.	9,312 00
106492 – Dec. 8/61	Two flashers and bell	Hwy. No. 60, Barry's Bay, M. 96.39 Renfrew Subd.	C.N.R.	9,360 00
106618 – Dec. 22/61	Two flashers and bell	County Road 15, Twp. of South Dumfries, Co. of Brant, M. 1.19 Drumbo Subd.	C.N.R.	7,200 00
106619 – Dec. 22/61	Two flashers and bell	Hwy. No. 73, near Harrietsville, M. 18.88 St. Thomas Subd.	C.P.R.	7,760 00
106633 – Dec. 22/61	Two flashers and bell	Reesor Rd., Twp. of Scarborough, M. 91.06 Oshawa Subd.	C.P.R.	7,840 00
		Installations of short arm gates, flashers and bell at unprotected crossings.		
103561 – Jan. 19/61	Two gates, two flashers and bell	Southwold Road, Twp. of Southwold, M. 118.79 Main Line Subd.	N.Y.C.	15,120 00
103700 – Feb. 3/61	Two gates, two flashers and bell	Brimley Road, Twp. of Scarborough, M. 234.22 Oshawa Subd.	C.N.R.	31,520 00
103723 – Feb. 7/61	Two gates, two flashers and bell	Fruitland Road, Twp. of Saltfleet, M. 34.84 Grimsby Subd.	C.N.R.	21,560 00
103810 – Feb. 15/61	Two gates, two flashers and bell	Poplar Road, Twp. of Scarborough, M. 320.65 Oshawa Subd.	C.N.R.	22,976 00
103818 – Feb. 16/61	Two gates, two flashers and bell	Millen Road, east of Stoney Creek, M. 35.87 Grimsby Subd.	C.N.R.	22,480 00
103980 – Mar. 10/61	Two gates, two flashers and bell	Morningside Ave., Twp. of Scarborough, M. 320.41 Oshawa Subd.	C.N.R.	27,576 00
104162 – April 5/61	Two gates, two flashers and bell	D'Arcy Street, Cobourg, M. 263.45 Oshawa Subd.	C.N.R.	38,800 00
104162 – April 5/61	One gate, two flashers and bell	D'Arcy Street, Cobourg, M. 31.84 Oshawa Subd.	C.P.R.	18,240 00
104174 – April 7/61	Two gates, two flashers and bell	County Rd. No. 5, Caintown Road, near Mallorytown, M. 137.19 Gananoque Subd.	C.N.R.	16,880 00
104671 – June 7/61	Two gates, two flashers and bell	Hwy. No. 43, near Chesterville, M. 83.42 Winchester Subd.	C.P.R.	30,400 00
104947 – July 4/61	Two gates, two flashers and bell	County Rd. No. 5, County of Peel, M. 23.43 Galt Subd.	C.P.R.	33,680 00
105539 – Sept. 5/61	Two gates, two flashers and bell	Joyceville Side Road, Twp. of Pittsburg, M. 163.34 Gananoque Subd.	C.N.R.	17,360 00
105891 – Oct. 6/61	Two gates, two flashers and bell	Curry Hill Road, Twp. of Lancaster, M. 47.02 Cornwall Subd.	C.N.R.	20,160 00
105932 – Oct. 13/61	Two gates, two flashers and bell	Hwy. No. 130, Paipoonge, M. 8.58 Kaministiquia Subd.	C.P.R.	14,400 00
106196 – Nov. 10/61	Two gates, two flashers and bell	Lots 6-7, Con. 8, Twp. of Windham, M. 72.62 Main Line Subd.	N.Y.C.	18,591 00
106504 – Dec. 11/61	Two gates, two flashers and bell	Toll Gate Road, Cornwall, M. 68.6 Cornwall Subd.	C.N.R.	28,800 00
		Installation of flashers and bell in lieu of existing protections.		
103650 – Jan. 31/61	Two flashers and bell in lieu of wigwags	Cannifton Road, Belleville, M. 220.97 Oshawa Subd.	C.N.R.	1,360 00
104238 – April 13/61	Two flashers and bell in lieu of wigwag and bell	Britannia Road, Ottawa, M. 4.63 Carleton Place Subd.	C.P.R.	10,160 00
104241 – April 13/61	Two flashers and bell in lieu of wigwags and bells	Grier St., Belleville, M. 220.09 Oshawa Subd.	C.N.R.	1,360 00
104479 – May 16/61	Two flashers and bell in lieu of wigwags and bells	Nelson St., Brampton, M. 7.6 Orangeville Subd.	C.P.R.	2,400 00
104670 – June 7/61	Two flashers and bell in lieu of wigwag and bell	Lacroix St., Chatham M. 64.86 Windsor Subd.	C.P.R.	8,880 00

105046 - July 13/61	Two flashers and bell in lieu of wigwags and bell	McKay St., Rossport, M. 14.59 Nipigon Subd.	C.P.R.	3,000 00
105350 - Aug. 14/61	One flasher and bell in lieu of wigwag and bell..	King St., Ernesttown, M. 187.94 Gananoque Subd.	C.N.R.	600 00
105571 - Sept. 6/61	Two flashers and bell in lieu of wigwags and bells	Clemens Haugh Rd., Stevensville, M. 6.55 Fort Erie Subd..	N.Y.C.	3,024 00
105584 Sept. 6/61	Two flashers and bell in lieu of bell and danger sign	Mill Street, Kitchener, M. 1.61 Waterloo Subd.	C.N.R.	10,512 00
105602 - Sept. 8/61	Two flashers and bell in lieu of wigwags and bells	County Road, Brookfield, M. 12.64 Fort Erie Subd.	N.Y.C.	2,448 00
105625 - Sept. 12/61	Two flashers and bell in lieu of wigwags and bells	County Road No. 24, Co. of Welland, (at Netherby), M. 9.29 Fort Erie Subd.	N.Y.C.	2,456 00
105756 - Sept. 25/61	Three flashers and bell in lieu of danger sign and bell	Victoria St., Kitchener, M. 0.86 Galt Branch Waterloo Subd.	C.N.R.	8,208 00
105824 - Sept. 29/61	Two flashers and bell in lieu of wigwag and bell.	Highway No. 8, Twp. of Stamford, M. 1.21 Welland Subd...	C.N.R.	7,432 00
105993 - Oct. 20/61	Two flashers and bell in lieu of wigwag and bell.	Highway No. 10, near Chatsworth, M. 57.77 Owen Sound Subd.	C.P.R.	7,600 00
106430 - Dec. 5/61	Two flashers and bell in lieu of danger sign and bell	Mill St., Milverton, M. 14.32 Newton Subd.	C.N.R.	9,544 00
106664 - Dec. 28/61	Two flashers and bell in lieu of wigwag and bell.	Hwy. No. 86, near Wallenstein Stn., M. 52.02 Goderich Subd.	C.P.R.	7,680 00

Installations of short arm gates in lieu of or in addition to existing protections.

103476 - Jan. 11/61	Two gates, two flashers, and bell in lieu of wigwags and bell	County Rd. No. 1, Queen St., Co. of Peel, Streetsville, M. 20.12 Galt Subd.	C.P.R.	31,600 00
103856 - Feb. 22/61	Two gates, in addition to two flashers and bell.	Highway No. 2, Woodstock, M. 50.67 Dundas Subd.	C.N.R.	31,320 00
104163 - April 6/61	Two gates, in addition to two flashers and 2 bells	Hwy. No. 21, Victoria St., Thamesville, M. 46.75 Chatham Subd.	C.N.R.	33,280 00
104240 April 13/61	Two gates, in addition to two flashers and two bells	Hwy. No. 3, Twp. of Southwold, M. 123.24 Main Line Subd.	N.Y.C.	15,408 00
104535 - May 25/61	Two gates, in addition to two flashers and bell.	Wilson St., Woodstock, M. 49.26 Dundas Subd.	C.N.R.	66,136 00
104535 - May 25/61	Two gates, in addition to two flashers and bell..	Norwich St., Woodstock, M. 49.05 Dundas Subd.	C.N.R.	
104598 - May 29/61	Two gates, in lieu of two flashers and bell.	Martin St., Milton, M. 32.36 Galt Subd.	C.P.R.	24,000 00
104745 - June 14/61	Two gates, in addition to two flashers and bells	Peter Street, Highway No. 79, Bothwell, M. 38.9 Chatham Subd.	C.N.R.	34,560 00
104798 - June 19/61	Two gates and flasher, in addition to existing flashers and bells	Main St., Princeton, M. 37.77 Dundas Subd.	C.N.R.	29,520 00
104880 - June 26/61	Two gates, in addition to existing flashers and bell	Highway No. 79, near Bothwell, M. 39.84 Chatham Subd...	C.N.R.	17,056 00
105734 Sept. 20/61	One gate, 3 flashers and 1 bell, in lieu of wigwags and bells	Furnival Road, Co. of Elgin, at Rodney, M. 97.75 No. 1 Subd.	C. & O.	13,574 40
105734 - Sept. 20/61	Two gates, 2 flashers and 1 bell, in lieu of existing wigwags and bells	Furnival Road, Co. of Elgin, at Rodney, M. 145.05 Main line Subd.	N.Y.C.	20,232 00
105988 - Oct. 19/61	Two gates, 2 flashers and 1 bell, in lieu of existing wigwag and bell	Dorchester, M. 68.52 Dundas Subd.	C.N.R.	25,840 00
106073 - Oct. 26/61	One gate, 1 flasher and 1 bell in lieu of existing manually controlled gates	John Street, Weston, M. 3.84 MacTier Subd.	C.P.R.	
106073 - Oct. 26/61	One gate, 1 flasher and 1 bell in lieu of existing manually controlled gates	Church Street, Weston, M. 4.15 MacTier Subd.	C.P.R.	66,240 00
106073 - Oct. 26/61	One gate, 1 flasher and 1 bell in lieu of existing manually controlled gates	King Street, Weston, M. 3.95 MacTier Subd.	C.P.R.	

STATEMENT 7 CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION IN 1961—*Continued*

Order No. and Date	Protection	Location	Railway	Contribution
				$ cts.
		PROVINCE OF ONTARIO—*Concluded*		
Installation of flashers and bell in lieu of existing protections.				
106073 – Oct. 26/61	One gate, 1 flasher and 1 bell, in lieu of existing manually operated gates and flashers	John Street, Weston, M. 8.63 Brampton Subd.	C.N.R.	
106073 – Oct. 26/61	One gate, 1 flasher and 1 bell in lieu of existing manually operated gates and flashers	King Street, Weston, M. 8.74 Brampton Subd.	C.N.R.	65,600 00
106073 – Oct. 26/61	One gate, 1 flasher and 1 bell in lieu of existing manually controlled gates	Church St., Weston, M. 8.94 Brampton Subd.	C.N.R.	
Improvements to existing protections.				
103592 – Jan. 23/61	One flasher in addition, with modern circuits	Strange St., Kitchener, M. 63.52 Brampton Subd.	C.N.R.	10,512 00
103590 – Jan. 20/61	One flasher in addition, with modern circuits	Park St., Kitchener, M. 63.40 Brampton Subd.	C.N.R.	13,464 00
104328 – April 26/61	Circuits and additional flasher	Ontario Street, Stratford, M. 0.9 Newton Subd.	C.N.R.	6,500 00
104339 – April 26/61	Improved circuits	Muskoka Road, Gravenhurst, M. 112.02 Newmarket Subd.	C.N.R.	8,784 00
104438 – May 10/61	Modern circuits and one flasher in addition	Highway No. 7, St. Mary's Junction, M. 2.18 Forest Subd.	C.N.R.	9,080 00
104527 – May 23/61	Additional flasher and modernize the circuits	Highway No. 6, Mount Forest, M. 11.45 Durham Subd.	C.N.R.	8,160 00
104502 – May 18/61	Additional flasher and modernize the circuits	Highway No. 7, Rannoch, M. 4.12 Forest Subd.	C.N.R.	8,800 00
104577 – May 29/61	Additional flasher with modern circuits	Christina St., Sarnia, M. 0.66 Pointe Edward Subd.	C.N.R.	7,496 00
104727 – June 13/61	Additional flasher with modern circuits to existing	Main St., Delhi, M. 82.92 Cayuga Subd.	C.N.R.	10,160 00
		Highway No. 3, Delhi, M. 82.47 Cayuga Subd.	C.N.R.	6,800 00
104735 – June 13/61	Improved circuits			
105018 – July 10/61	Additional flasher with modern circuits to existing	Main St., Rockwood, M. 41.27 Brampton Subd.	C.N.R.	11,536 00
105056 – July 14/61	Additional flasher with modern circuits to existing	Concession Road, Corinth, M. 100.13 Cayuga Subd.	C.N.R.	
105056 – July 14/61	Additional flasher with modern circuits to existing	Darling Road, Corinth, M. 100.20 Cayuga Subd.	C.N.R.	14,536 00
105147 – July 24/61	Changes in lighting of signals	County Rd. No. 58, Alma, M. 52.35 Fergus Subd.	C.N.R.	584 00
105159 – July 25/61	Additional flasher with modern circuits to existing	Talbot St., Courtland, M. 89.67 Cayuga Subd.	C.N.R.	13,992 00
		Highway No. 3, West of Paynes, M. 6.54 Chatham Subd.	C.N.R.	4,280 00
105282 – Aug. 3/61	Improved circuits	York Mills Road, Oriole, M. 11.19 Bala Subd.	C.N.R.	2,120 00
105340 – Aug. 11/61	Improved circuits	Main St., Parkhill, M. 29.83 Forest Subd.	C.N.R.	15,748 00
105651 – Sept. 13/61	Additional flasher			
105736 – Sept. 20/61	2 cantilever type signals and two bells, in lieu of existing	Dundas St., London, M. 29.88 Thorndale Subd.	C.N.R.	7,560 00
105782 – Sept. 27/61	Additional flasher and modern circuitry to existing	Queen Street, Kitchener, M. 1.37 Waterloo Subd.	C.N.R.	7,544 00
105804 – Sept. 28/61	Two additional flashers and modern circuits to existing	Avenue Street, Hespeler, M. 22.37 Fergus Subd.	C.N.R.	16,656 00
		Keene Road, Peterborough, M. 60.02 Campbellford Subd.	C.N.R.	6,560 00
105854 – Oct. 3/61	Additional flasher			
105933 – Oct. 13/61	Additional flasher and bell to existing	Wellington St., Hamilton, M. 0.34 N & NW Spur, off M. 43.3 Grimsby Subd.	C.N.R.	6,480 00

106119 – Nov. 6/61	Additional flasher and modern circuits to existing	Huron Rd. (Hwy. No. 8), Goderich, M. 44.96 Goderich Subd.	C.N.R.	7,600 00
106223 – Nov. 16/61	Additional flasher and bell	Main St., Forest, M. 47.35 Forest Subd.	C.N.R.	10,656 00
106620 – Dec. 22/61	Additional flasher	Absalom St., Village of Mildmay, M. 15.16 Southampton Subd.	C.N.R.	14,980 00
106632 – Dec. 22/61	Additional flasher	County Rd. No. 28, Co. of Welland, Victoria St., Stevensville, M. 8.15 Cayuga Subd.	C.N.R.	7,560 00
		Adjustments made to cover increased grants to projects approved prior to 1961		18,313 60
			TOTAL	1,871,369 20

Summary: Installations of Flashers and bells at unprotected crossings—78
Installations of short arm gates, flashers and bells at unprotected crossings—16
Installations of flashers and bell in lieu of existing protection—16
Installations of short arm gates in lieu of or in addition to existing protections—19
Improvements to existing protections—27

PROVINCE OF QUEBEC

Installations of flashers and bell at unprotected crossings.

103408 Jan. 3/61	Two flashers and bell	Royale (Hwy No. 3), Sorel M. 45.45 Sorel Subd.	C.N.R.	13,584 00
103634 – Jan. 27/61	Two flashers and bell	Boucherville St., Montreal, M. 6.61 Longue Pointe Subd.	C.N.R.	10,480 00
103677 – Feb. 1/61	Two flashers and bell	Gosford St., Quebec, M. 159.03 Quebec Subd.	C.P.R.	8,288 00
103717 – Feb. 6/61	Two flashers and bell	Blvd. Manseau, Joliette, M. 1.18 L'Assomption Subd.	C.N.R.	10,480 00
103719 – Feb. 6/61	Two flashers and bell	Dufferin St., Salaberry de Valleyfield, M. 49.96 Alexandria Subd.	C.N.R.	14,320 00
104072 – Mar. 22/61	Two flashers and bell	Highway No. 15, La Malbaie, M. 87.10 Murray Bay Subd.	C.N.R.	12,880 00
104107 – Mar. 27/61	Two flashers and bell	Highway No. 20, Mun. St. Eugene, M. 109.1 Drummondville Subd.	C.N.R.	10,800 00
104169 – April 7/61	Two flashers and bell	Hwy. No. 11, Paquette Blvd., Mont Laurier, M. 137.70 Ste. Agathe Subd.	C.P.R.	10,800 00
104182 – April 7/61	Two flashers and bell	Highway No. 34, Village of St. Gerard, M. 41.87 Quebec Subd.	Q.C.R.	10,080 00
104210 – April 11/61	Two flashers and bell	Brosseau Station Rd., Town of Brossard, M. 37.98 Rouses Point Subd.	C.N.R.	14,800 00
104239 – April 13/61	Two flashers and bell	River Rd., Parish of St. Thomas, M. 23.87 Swanton Subd.	C.N.R.	6,960 00
104262 – April 17/61	Two flashers and bell	Mitchel Rd., 4th Rge. Road, Twp. of Ascot, M. 62.92 Megantic Subd.	C.P.R.	7,680 00
104294 – April 21/61	Two flashers and bell	Highway No. 6, near Cape Cove, M. 61.04 Chandler Subd.	C.N.R.	7,840 00
104299 – April 21/61	Two flashers and bell	Hwy. No. 6, Mun. of Pabos, M. 45.86 Chandler Subd.	C.N.R.	8 400 00
104463 – May 12/61	Two flashers and bell	Hwy. No. 2A, St. Andre, M. 16.34 Montmagny Subd.	C.N.R.	9,440 00
104544 – May 25/61	Two flashers and bell	Main St., Sutton, M. 19.18 Newport Subd.	C.P.R.	10,160 00
104742 – June 14/61	Two flashers and bell	Hwy. No. 6, Escuminac, M. 22.20 Cascapedia Subd.	C.N.R.	7,760 00
104743 – June 14/61	Two flashers and bell	Hwy. No. 6, Ste. Germaine, M. 30.12 Chandler Subd.	C.N.R.	7,680 00
104744 – June 14/61	Two flashers and bell	Hwy. No. 6, Barachois, M. 78.88 Chandler Subd.	C.N.R.	8,160 00

Order No. and Date	Protection	Location	Railway	Contribution
				$ cts.
		PROVINCE OF QUEBEC—*Continued*		
Installations of flashers and bell at unprotected crossings.				
104746 - June 14/61	Two flashers and bell	Hwy. No. 6, Escuminac, M. 24.18 Cascapedia Subd.	C.N.R.	7,840 00
104752 - June 15/61	Two flashers and bell	Hwy. No. 6, Bridgeville, M. 75.46 Chandler Subd.	C.N.R.	7,680 00
104795 - June 19/61	Two flashers and bell	Main St., (Hwy. No. 31), Lachute, M. 44.51 Lachute Subd.	C.P.R.	10,240 00
104815 - June 21/61	Two flashers and bell	Main St., Bury, M. 38.19 Megantic Subd.	C.P.R.	10,520 00
104840 - June 22/61	Two flashers and bell	Highway No. 6, near Port Daniel Stn., M. 22.53 Chandler Subd.	C.N.R.	8,560 00
104843 - June 22/61	Two flashers and bell	Hwy. No. 6, Port Daniel West, M. 18.64 Chandler Subd.	C.N.R.	7,680 00
104868 - June 26/61	Two flashers and bell	Hwy. No. 6, Parish St. Charles Caplan, M. 79.37 Cascapedia Subd.	C.N.R.	7,760 00
104869 - June 26/61	Two flashers and bell	Hwy. No. 6, Parish St. Charles Caplan, M. 74.9 Cascapedia Subd.	C.N.R.	7,680 00
104884 - June 26/61	Two flashers and bell	North Shore Range Road, Ste. Therese West, M. 23.82 Lachute Subd.	C.P.R.	7,280 00
105009 - July 7/61	Two flashers and bell	Hwy. No. 13, St. Andre d'Acton, M. 39.03 Drummondville Subd.	C.P.R.	7,240 00
105025 - July 12/61	Two flashers and bell	Ste. Anne Range, near Armagh Stn., M. 41.55 Armagh Subd.	C.N.R.	9,760 00
105069 - July 17/61	Two flashers and bell	Ranges 8-9 Road, Village of Evain, M. 53.4 Kirkland Lake Subd.	N.C.R. (O.N.R.)	7,483 00
105071 - July 17/61	Two flashers and bell	12th Range Rd., Milan, M. 14.82 Megantic Subd.	C.P.R.	8,720 00
105072 - July 17/61	Two flashers and bell	Hwy. No. 62, St. Isidore, M. 106.38 Timiskaming Subd.	C.P.R.	8,960 00
105108 - July 21/61	Two flashers and bell	St. Patrick Rd., St. Lambert, M. 91.36 Armagh Subd.	C.N.R.	10,400 00
105114 - July 21/61	Two flashers and bell	6th Range Rd., Lake St. Joseph Rd., Ste. Catherine, M. 20.91 Batiscan Subd.	C.N.R.	9,040 00
105229 - July 31/61	Two flashers and bell	Hwy. No. 6, Bonaventure, M. 9.52 Cascapedia Subd.	C.N.R.	7,840 00
105241 - July 31/61	Two flashers and bell	Hwy. No. 4, Parish of Howich, M. 59.06 Massena Subd.	C.N.R.	7,280 00
105250 - July 31/61	Two flashers and bell	Hwy. No 19A, Cote St. Louis Rd., St. Severin, M. 9.60 St. Stanislas Subd.	C.N.R.	8,160 00
105251 - July 31/61	Two flashers and bell	Hwy. No. 15, Baie St. Paul, M. 59.84 Murray Bay Subd.	C.N.R.	7,680 00
105349 - Aug. 14/61	Two flashers and bell	St. Cyrille la Baie Rd., Baieville Village, M. 18.68 Yamaska Subd.	C.N.R.	14,560 00
105389 - Aug. 16/61	Two flashers and bell	Hwy. No. 3, near La Baie, M. 15.44 Yamaska Subd.	C.N.R.	10,320 00
105445 - Aug. 22/61	Three flashers and bell	Main St., La Sarre, M. 25.88 Macamic Subd.	C.N.R.	20,400 00
105513 - Aug. 30/61	Two flashers and bell	Rouyn-Granada Rd., Rouyn, M. 98.49 Val D'Or Subd.	C.N.R.	8,000 00
105570 - Sept. 6/61	Two flashers and bell	53rd Avenue, Pte. aux Trembles, M. 0.65 Longue Pointe Subd.	C.N.R.	13,280 00
105603 - Sept. 8/61	Two flashers and bell	Old Hwy. No. 2, Pointe du Lac, M. 71.19 Trois Rivieres Subd.	C.P.R.	7,680 00
105655 - Sept. 13/61	Two flashers and bell	Route de Calvaire, near Trois Rivieres, M. 78.87 Trois Rivieres Subd.	C.P.R.	9,280 00
105661 - Sept. 14/61	Two flashers and bell	St. Julien Road, St. Joseph de Coleraine, M. 57.5 Quebec Subd.	Q.C.R.	9,785 00

105831 – Sept. 29/61	Two flashers and bell	Hwy. No. 28, St. Victor de Tring, M. 11.2 Megantic Subd.	Q.C.R.	7,620 00
105847 – Oct. 2/61	Two flashers and bell	Hwy. No. 36, Ste. Martine, M. 62.21 Massena Subd.	C.N.R.	14,240 00
105903 – Oct. 10/61	Two flashers and bell	Hwy. No. 6, Cap D'Espoir, M. 63.37 Chandler Subd.	C.N.R.	7,680 00
105989 – Oct. 20/61	Two flashers and bell	Cartier St., Causapscal, M. 47.48 Matapedia Subd.	C.N.R.	8,960 00
106090 – Oct. 30/61	Two flashers and bell	Ste. Anne Avenue, Chicoutimi, M. 114.74 Jonquiere Subd.	C.N.R.	10,000 00
106092 – Oct. 30/61	Two flashers and bell	Crabtree Road, St. Paul, M. 4.34 L'Assomption Subd.	C.N.R.	10,192 00
106217 – Nov. 16/61	Two flashers and bell	Hwy. No. 28, Village of La Guadeloupe, M. 23.91 Megantic Subd.	Q.C.R.	10,160 00
106221 – Nov. 16/61	Two flashers and bell	Hwy. No. 6, Nouvelle, M. 30.77 Cascapedia Subd.	C.N.R.	7,680 00
106222 – Nov. 16/61	Two flashers and bell	Hwy. No. 6, Nouvelle, M. 36.36 Cascapedia Subd.	C.N.R.	8,320 00
106228 – Nov. 17/61	Two flashers and bell	Hwy. No. 6, Twp. of Restigouche S.E., M. 7.66 Cascapedia Subd.	C.N.R.	7,840 00
106231 – Nov. 17/61	Two flashers and bell	L'Islet-St. Adalbert Rd., Bras-D'Apic, M. 14.96 Armagh Subd.	C.N.R.	9,600 00
106234 – Nov. 17/61	Two flashers and bell	St. Athanase Rd., Twp. of Bungay, M. 75.38 Glendyne Subd.	C.N.R.	10,400 00
106238 – Nov. 17/61	Two flashers and bell	Pomme d'Or Road, Contrecoeur, M. 28.14 Sorel Subd.	C.N.R.	8,080 00
106239 – Nov. 17/61	Two flashers and bell	Johnville Road, Ascot Twp., M. 60.22 Megantic Subd.	C.P.R.	7,140 00
106251 – Nov. 17/61	Two flashers and bell	Lake Road, Par. St. Timothee, M. 15.22 St. Stanislas Subd.	C.N.R.	7,360 00
106257 – Nov. 21/61	Two flashers and bell	Hwy. No. 6, Newport County, M. 34.00 Chandler Subd.	C.N.R.	8,000 00
106266 – Nov. 21/61	Two flashers and bell	Trois-Saumons Rd., St. Jean Port Joli, M. 60.55 Montmagny Subd.	C.N.R.	8,720 00
106269 – Nov. 21/61	Two flashers and bell	Sherbrooke Rd., Rock Forest, M. 73.05 Sherbrooke Subd.	C.P.R.	8,060 00
106270 – Nov. 21/61	Two flashers and bell	John Range Rd., Tourville, M. 123.00 Glendyne Subd.	C.N.R.	10,160 00
106271 – Nov. 21/61	Two flashers and bell	Sherbrooke Rd., Rock Forest, M. 74.0 Sherbrooke Subd.	C.P.R.	7,812 00
106272 – Nov. 21/61	Two flashers and bell	Manitoba-Lafontaine Rd., Ste. Perpetue, M. 116.55 Glendyne Subd.	C.N.R.	10,240 00
106280 – Nov. 21/61	Two flashers and bell	Hwy. No. 48, St. Felix de Valois, M. 15.15 St. Gabriel Subd.	C.P.R.	6,960 00
106285 – Nov. 22/61	Two flashers and bell	Sherbrooke Rd., Rock Forest, M. 74.63 Sherbrooke Subd.	C.P.R.	7,860 00
106290 – Nov. 22/61	Two flashers and bell	Hwy. No. 3, Parish of St. Robert, M. 2.05 Yamaska Subd.	C.N.R.	8,000 00
106299 – Nov. 23/61	Two flashers and bell	Road to Pointe Bleue (Indian Reserve), M. 18.00 Roberval Subd.	C.N.R.	8,000 00
106416 – Dec. 4/61	Two flashers and bell	Hwy. No. 25, St. Cajetan-D'Armagh, M. 43.93 Armagh Subd.	C.N.R.	11,280 00
106417 – Dec. 4/61	Two flashers and pedestrian bell	Blvd. du Lac, St. Eustache sur-le-lac, M. 9.67 Montfort Subd.	C.N.R.	23,520 00
106434 – Dec. 5/61	Two flashers and bell	Junction to Hwy. No. 59, Twp. of Beauchastel, M. 46.5 Kirkland Lake Subd.	Nipissing Central	7,484 00
106448 – Dec. 5/61	Two flashers and bell	Road to Pointe Bleue (Indian Reserve) M. 15.71 Roberval Subd.	C.N.R.	8,000 00
106521 – Dec. 14/61	Two flashers and bell	Chemin des 12 Terres, Parish of St. Paulin, M. 65.84 Grand'-mere Subd.	C.N.R.	8,080 00
106523 – Dec. 14/61	Two flashers and bell	Hwy. No. 45, Village of Belcourt, M. 6.39 Amos Subd.	C.N.R.	8,160 00
106534 – Dec. 14/61	Two flashers and bell	Chibougamau Rd., Faribault, M. 99.7 Opemisca Subd.	C.N.R.	14,960 00
106647 – Dec. 27/61	Two flashers and bell	Ste. Anne Front Rd., Armagh, M. 43.38 Armagh Subd.	C.N.R.	11,280 00
106648 – Dec. 27/61	Two flashers and bell	Ste. Henriette Rd., St. Augustin, M. 24.5 Lachute Subd.	C.P.R.	7,540 00
106663 – Dec. 28/61	Two flashers and bell	DeLanaudiere St., Joliette, M. 1.50 L'Assomption Subd.	C.N.R.	8,880 00
106667 – Dec. 28/61	Two flashers and bell	Ste. Marie Range, Parish of Ste. Cecile, M. 49.03 Alexandria Subd.	C.N.R.	13,600 00

SETTLEMENT 7—CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION IN 1961—*Continued*

Order No. and Date	Protection	Location	Railway	Contribution
				$ cts.
		PROVINCE OF QUEBEC—*Concluded*		
Installations of short arm gates, flashers and bell at unprotected crossings.				
104290 April 20/61	Two gates, 2 flashers and bell	St. Catharine Road, west of Coteau, M. 39.83 Cornwall Subd.	C.N.R.	21,600 00
105163 July 26/61	Two gates, 2 flashers and bells	St. Ubald-Hervey Jct. Rd., Parish of St. Remi, M. 71.7 La Tuque Subd.	C.N.R.	33,760 00
105269 Aug. 1/61	Two gates, 2 flashers and bell	Kempt Road, St. Athanase, M. 16.32 Adirondack Subd.	C.P.R.	14,880 00
105544 Sept. 5/61	Two gates, 2 flashers and bell	Montee St. Polycarpe, St. Polycarpe, M. 35.61 Winchester Subd.	C.P.R.	37,600 00
105687 Sept. 15/61	One gate, 1 flasher and bell	First Blvd. (Duhamel Blvd.), Terrasse-Vaudreuil, M. 23.90 Cornwall Subd.	C.N.R.	35,600 00
105687 – Sept. 15/61	One gate, 1 flasher and bell	First Blvd. (Duhamel Blvd.), Terrasse-Vaudreuil, M. 18.45 Winchester Subd.	C.P.R.	30,254 00
Installations of flashers and bell in lieu of existing protections.				
103448 – Jan. 6/61	Two flashers and bell in lieu of manual	Quebec Harbour Comm. Road, Quebec, M. 0.2 Batiscan Subd.	C.N.R.	7,096 00
103633 Jan. 26/61	Two flashers and bell in lieu of wigwag and bell	Victoria Road, Scotstown, M. 24.98 Megantic Subd.	C.P.R.	6,000 00
103820 Feb. 16/61	Two flashers and bell in lieu of wigwag and bell	Highway No. 2A, St. Pacome, M. 36.86 Montmagny Subd.	C.N.R.	7,984 00
105010 July 7/61	Two flashers and bell in lieu of wigwags and bells	Station Road, St. Euphemie, M. 37.07 Armagh Subd.	C.N.R.	9,520 00
105198 July 28/61	Two flashers and bell in lieu of bell	Montee St. Louis, St. Timothee, M. 35.28 Adirondack Subd.	N.Y.C.	7,315 00
105425 – Aug. 18/61	Two flashers and bell in lieu of bell and danger sign	Princess St., Lachute, M. 44.75 Lachute Subd.	C.P.R.	6,320 00
106240 Nov. 17/61	Two flashers and bell in lieu of wigwag and bell	St. Alphonse Blvd., Luceville, M. 8.27 Rimouski Subd.	C.N.R.	10,480 00
Installations of short arm gates in lieu of or in addition to existing protections.				
103819 – Feb. 16/61	Two gates, flashers and bell in lieu of manual	Valois St., Montreal, M. 9.70 Longue Pointe Subd.	C.N.R.	21,136 00
Improvements to existing protections.				
103677 Feb. 1/61	2 gates, 2 flashers and bell in lieu of mech. gates	Mgr. Gauvreau St., Quebec, M. 159.39 Quebec Subd.	C.P.R.	
103677 Feb. 1/61	2 gates, 2 flashers and bell in lieu of mech. gates	Dupont St., Quebec M. 159.30, Quebec, Subd.	C.P.R.	
103677 – Feb. 1/61	1 flasher and bell in lieu of bell and danger sign	De LaChapelle St., Quebec, M. 159.25 Quebec Subd.	C.P.R.	39,440 00
103677 – Feb. 1/61	Change in circuits	Crown St., Quebec, M. 159.10 Quebec Subd.	C.P.R.	
103677 – Feb. 1/61	Change in circuits	Dorchester St., Quebec, M. 158.92 Quebec Subd.	C.P.R.	
104478 May 16/61	Additional flashers and bell	Cadillac Street, Montreal, M. 7.93 Longue Pointe Subd.	C.N.R.	12,512 00
104492 May 17/61	Additional flashers and bell	Des Ormeaux St., Montreal, M. 5.78 Longue Pointe Subd.	C.N.R.	11,984 00
105452 Aug. 23/61	Change in protection	Hwy. No. 6, St. Laurent de Matapedia, M. 12.85 Matapedia Subd.	C.N.R.	240 00

		Adjustments made to cover increased grants to projects approved prior to 1961		6,902 58
			TOTAL	$ 1,114,191 58

Summary: Installations of flashers and bell at unprotected crossings—83
Installations of short arm gates, flashers and bell at unprotected crossings—6
Installations of flashers and bell in lieu of existing protections—7
Installations of short arm gates in lieu of or in addition to existing protections—1
Improvements to existing protections—8

PROVINCE OF NEW BRUNSWICK

Installations of flashers and bell at unprotected crossings.

103514 - Jan. 16/61	Two flashers and bell	Hammond River Rd., Nauwigewauk, M. 71.24 Sussex Subd	C.N.R.	8,400 00
104556 - May 26/61	Two flashers and bell	Lower Mountain Rd., Parish of Moncton, M. 6.44 Sussex Subd	C.N.R.	7,840 00
104561 - May 26/61	Two flashers and bell	Highway No. 2, Petitcodiac, M. 0.38 Havelock Subd	C.N.R.	7,840 00
104562 - May 26/61	Two flashers and bell	Highway No. 8, Upper Derby, M. 10.30 Miramichi Subd	C.N.R.	8,000 00
104563 - May 26/61	Two flashers and bell	Highway No. 8, Doaktown, M. 46.29 Miramichi Subd	C.N.R.	10,800 00
104591 - May 29/61	Two flashers and bell	Off Hwy. No. 33, Collette, M. 61.82 Harcourt Subd	C.N.R.	7,840 00
104672 - June 7/61	Two flashers and bell	Marcelville Hwy., Rogersville, M. 58.75 Harcourt Subd	C.N.R.	7,840 00
104687 - June 8/61	Two flashers and bell	Off Hwy. No. 2, St. Jacques, M. 75.2 Temiscouata Subd	C.N.R.	9,040 00
104694 - June 9/61	Two flashers and bell	Hwy. No. 1, Prince of Wales, M. 11.40 Shore Line Subd	C.P.R.	8,640 00
104800 - June 19/61	Two flashers and bell	Highway No. 10, Albright's Corner, M. 25.64 Minto Subd	C.P.R.	7,400 00
105992 - Oct. 20/61	Two flashers and bell	Salmon Rock Rd., Nerepis, M. 18.22 St. John Subd	C.P.R.	7,360 00
106294 - Nov. 22/61	Two flashers and bell	Off Highway No. 8, Boiestown, M. 62.34 Miramichi Subd	C.N.R.	16,640 00
106294 - Nov. 22/61	Two flashers and bell	Off Highway No. 8, Boiestown, M. 62.46 Miramichi Subd	C.N.R./	
106297 - Nov. 23/61	Two flashers and bell	Backland Road, near Acamac Stn., M. 6.44 Saint John Subd.	C.P.R.	6,840 00
106300 - Nov. 23/61	Two flashers and bell	Highway No. 10, (Main St.), Minto, M. 33.1 Minto Subd	C.P.R.	8,280 00
106301 - Nov. 23/61	Two flashers and bell	Highway No. 40, Norton, M. 88.21 Minto Subd	C.P.R.	7,280 00
106322 - Nov. 24/61	Two flashers and bell	Highway No. 17, Glencoe, M. 2.58 St. Quentin Subd	C.N.R.	9,040 00
106323 - Nov. 24/61	Two flashers and bell	Highway No. 8, Renous, M. 16.48 Miramichi Subd	C.N.R.	9,040 00
106353 - Nov. 27/61	Two flashers and bell	Barnaby River, M. 70.05 Harcourt Subd	C.N.R.	10,320 00
106354 - Nov. 27/61	Two flashers and bell	Middle Sackville, M. 2.60 Tormentine Subd	C.N.R.	8,240 00
106359 - Nov. 27/61	Two flashers and bell	Back Road, Sussex, M. 45.24 Sussex Subd	C.N.R.	8,240 00

Installations of flashers and bell in lieu of existing protections.

106303 - Nov. 23/61	2 flashers and bell in lieu of danger sign and bell	Wades Crossing, near Penniac, M. 103.86 Nashwaak Subd	C.N.R.	7,040 00
105156 - July 25/61	2 flashers and bell in lieu of wigwag and bell	Andrew St., Campbellton, M. 106.65 Bathurst Subd	C.N.R.	8,400 00
		Adjustments made to cover increased grants to projects approved prior to 1961		2,386 92
			TOTAL	192,746 92

Summary: Installations of flashers and bell at unprotected crossings—21
Installations of flashers and bell in lieu of existing protection—2

Order No. and Date	Protection	Location	Railway	Contribution
				$ cts.
		PROVINCE OF NOVA SCOTIA		
Installations of flashers and bell at unprotected crossings.				
106520 – Dec. 14/61	Two flashers and bell	Fraser Road, Timberlea, M. 8.25 Chester Subd.	C.N.R.	7,680 00
103873 – Feb. 24/61	Two flashers and bell	Bridge St., Kingston Village, M. 23.64 Kentville Subd.	D.A.R.	11,440 00
103951 – Mar. 7/61	Two flashers and bell	West Bay Road, Inverness County, M. 25.76 Sydney Subd.	C.N.R.	10,400 00
104342 – April 27/61	Two flashers and bell	Cornwall Road, Blockhouse, M. 68.24 Chester Subd.	C.N.R.	9,520 00
104434 – May 9/61	Three flashers and bell	Skead Road, Valley, M. 4.39 Hopewell Subd.	C.N.R.	10,640 00
104517 – May 18/61	Two flashers and bell	Gavel Rd., Tusket Station, M. 126.00 Yarmouth Subd.	C.N.R.	8,800 00
104519 – May 23/61	Two flashers and bell	Fraser Mtn. Road, Air Port, M. 45.78 Hopewell Subd.	C.N.R.	9,120 00
104523 – May 23/61	Two flashers and bell	Port Saxon Rd., Port Clyde, M. 75.68 Yarmouth Subd.	C.N.R.	9,040 00
104651 – June 5/61	Two flashers and bell	"Giles" Valley Road, Westchester, M. 31.69 Springhill Subd.	C.N.R.	9,360 00
104652 – June 5/61	Two flashers and bell	"Casey's" Valley Road, Westchester, M. 33.27 Springhill Subd.	C.N.R.	9,760 00
104656 – June 5/61	Two flashers and bell	Beaver Road, M. 74.61 Hopewell Subd.	C.N.R.	10,000 00
104658 – June 5/61	Two flashers and bell	Highway No. 20, Louisdale, M. 13.90 St. Peter's Subd	C.N.R.	8,800 00
104686 – June 8/61	Two flashers and bell	Brierly Brook Rd., Brierly Brook, M. 79.77 Hopewell Subd.	C.N.R.	8,000 00
104726 – June 13/61	Two flashers and bell	Morden Road, Morden, M. 19.12 Kentville Subd.	D.A.R.	8,720 00
104753 – June 15/61	Two flashers and bell	North Range Rd., North Range, M. 30.53 Yarmouth Subd.	D.A.R.	9,520 00
104810 – June 21/61	Two flashers and bell	Panuke Road, Panuke Lake, M. 27.69 Halifax Subd.	D.A.R.	8,360 00
104851 – June 22/61	Two flashers and bell	Mount Hanley Rd., Brickton, M. 34.39 Kentville Subd.	D.A.R.	8,400 00
104852 – June 22/61	Two flashers and bell	Highway No. 40, Ohio, M. 79.92 Yarmouth Subd.	C.P.R.	7,440 00
104866 – June 26/61	Two flashers and bell	South Uniacke Rd., South Uniacke, M. 10.22 Halifax Subd.	D.A.R.	7,040 00
104867 – June 26/61	Two flashers and bell	Avondale Road, Manuta, M. 4.60 Truro Subd.	D.A.R.	7,920 00
104941 – July 3/61	Two flashers and bell	Plains Road, East Mines Stn., M. 13.45 Springhill Subd.	C.N.R.	9,840 00
105092 – July 18/61	Two flashers and bell	Whycocomagh Road, Hillsboro, M. 41.99 Inverness Subd.	C.N.R.	8,560 00
105146 – July 24/61	Two flashers and bell	Willow St., Truro, M. 56.97 Truro Subd.	D.A.R.	5,920 00
105214 – July 31/61	Two flashers and bell	Marble Mountain Rd., Malagawatch, M. 38.78 Sydney Subd.	C.N.R.	8,400 00
106286 – Nov. 22/61	Two flashers and bell	East Uniacke Rd., South Uniacke, M. 11.09 Halifax Subd.	D.A.R.	7,240 00
106302 – Nov. 23/61	Two flashers and bell	Townshipline Rd., St. Bernard, M. 43.27 Yarmouth Subd.	D.A.R.	7,060 00
106304 – Nov. 23/61	Two flashers and bell	French Rd., Plympton, M. 33.79 Yarmouth Subd.	D.A.R.	9,520 00
106312 – Nov. 24/61	Two flashers and bell	Edinburg Rd , Weymouth, M. 41.95 Yarmouth Subd.	D.A.R.	7,960 00
106313 – Nov. 24/61	Two flashers and bell	Bluff Road, Avonport, M. 43.31 Halifax Subd.	D.A.R.	10,400 00
106331 – Nov. 24/61	Two flashers and bell	Bluff Road, East, Avonport, M. 42.98 Halifax Subd.	D.A.R.	7,560 00
106350 – Nov. 27/61	Two flashers and bell	Stevens Road, Folly Lake, M. 23.02 Springhill Subd.	C.N.R.	8,560 00
Installations of flashers and bell in lieu of existing protections.				
104198 – April 7/61	Two flashers and 2 bells in lieu of manually operated gates	Gerrish St., Windsor, M. 31.74 Halifax Subd.	D.A.R.	8,320 00
104724 – June 13/61	Two flashers and bell in lieu of wigwag and bell	Highway No. 1, Lawrencetown, M. 36.52 Kentville Subd.	D.A.R.	5,440 00
104966 – July 5/61	Two flashers and bell in lieu of manual gates	Ferry St., Sydney, M. 114.24 Sydney Subd.	C.N.R.	7,680 00
105218 – July 31/61	Two flashers and bell in lieu of wigwag and bell	Highway No. 1, Auburn, M. 19.31 Kentville Subd.	D.A.R.	6,240 00

105453 - Aug. 23/61	Two flashers and bell in lieu of bell	Kaulback St., Truro, M. 63.17 Bedford Subd.	C.N.R.	14,400 00
105453 - Aug. 23/61	Two flashers and bell in lieu of wigwag and bell	Kaulback St., Truro, M. 63.33 Bedford Subd	C.N.R.	
106037 - Oct. 24/61	Two flashers and bell in lieu of bell	John St., New Glasgow, M. 43.28 Hopewell Subd.	C.N.R.	10,480 00
106315 - Nov. 24/61	Two flashers and bell in lieu of wigwag and bell	Highway No. 3, Hubbards, M. 32.81 Chester Subd.	C.N.R.	7,040 00
106316 - Nov. 24/61	Two flashers and bell in lieu of wigwag and bell	Highway No. 3, Barrington Head, M. 82.40 Yarmouth Subd.	C.N.R.	7,040 00
106317 - Nov. 24/61	Two flashers and bell in lieu of electric bell	South Side Harbour Road, South River, M. 89.31 Hopewell Subd.	C.N.R.	7,040 00
106324 - Nov. 24/61	Two flashers and bell in lieu of wigwag and bell	Highway No. 3, East River, M. 40.10 Chester Subd.	C.N.R.	6,960 00
106327 - Nov. 24/61	2 flashers and bell in lieu of wigwag and bell	Highway No. 3, East of Brooklyn, M. 106.39 Chester Subd.	C.N.R.	7,040 00
106334 - Nov. 24/61	2 flashers and bell in lieu of wigwag and bell	Highway No. 3, West of Liverpool, M. 3.95 Yarmouth Subd.	C.N.R.	7,040 00
106358 - Nov. 27/61	2 flashers and bell in lieu of wigwag and bell	Hwy. No. 3, Barrington Passage, M. 86.20 Yarmouth Subd.	C.N.R.	7,280 00
106378 - Nov. 28/61	2 flashers and bell in lieu of wigwag and bell	Little Harbour Road, New Glasgow, M. 44.55 Hopewell Subd.	C.N.R.	7,120 00
106383 - Nov. 30/61	2 flashers and bell in lieu of wigwag and bell	Hwy. No. 3, Martin's River, M. 61.09 Chester Subd.	C.N.R.	7,040 00
106495 - Dec. 8/61	2 flashers and bell in lieu of wigwags and bells	Highway No. 2, Enfield, M. 29.72 Bedford Subd.	C.N.R.	7,200 00
106500 - Dec. 8/61	2 flashers and bell in lieu of wigwag and bell	Hwy. No. 3, Hubley, M. 13.02 Chester Subd.	C.N.R.	8,000 00
106627 - Dec. 22/61	2 flashers and bell in lieu of bell	Point Tupper Rd., Point Tupper, M. 0.46 Point Tupper Spur, Sydney Subd.	C.N.R.	7,200 00

Improvements to Protection.

103916 - Mar. 2/61	Additional flasher	School St., Sydney, M. 112.98 Sydney Subd.	C.N.R.	1,328 00
		Adjustments made to cover increased grants to projects approved prior to 1961		11,194 05
			TOTAL	422,062 05

Summary: Installations of flashers and bell at unprotected crossings—31
Installations of flashers and bell in lieu of existing protections—19
Improvements to protection—1

PROVINCE OF PRINCE EDWARD ISLAND

Installations of flashers and bell at unprotected crossings.

105515 - Aug. 30/61	Two flashers and bell	Lower Malpeque Rd., between Winsloe and Milton, M. 7.0 Kensington Subd.	C.N.R.	7,640 00
105519 - Aug. 31/61	Two flashers and bell	Freetown Rd., M. 33.8 Kensington Subd.	C.N.R.	10,320 00
105538 - Sept. 5/61	Two flashers and bell	Colville Rd., Colville, M. 12.71 Kensington Subd.	C.N.R.	7,440 00
105552 - Sept. 5/61	Two flashers and bell	Mount Tryon Rd., Albany, M. 7.42 Borden Subd.	C.N.R.	11,600 00
			TOTAL	37,000 00

Summary: Installations of flashers and bell at unprotected crossings—4

STATEMENT 7 CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND FOR AUTOMATIC PROTECTION IN 1961 *Concluded*

Order No. and Date	Protection	Location	Railway	Contribution
				$ cts.
		PROVINCE OF NEWFOUNDLAND		
Installations of flashers and bells at unprotected crossings.				
105061 – July 14/61	Two flashers and bell	Trans-Canada Hwy., Grand Bay, M. 546.06 Port aux Basques Subd.	C.N.R.	10,080 00
105067 – July 17/61	Two flashers and bell	Highway No. 2, near Glenwood, M. 231.56 Clarenville Subd.	C.N.R.	10,080 00
105216 – July 31/61	Two flashers and bell	Trans-Canada Hwy., near Norris Arm M. 255.37 Clarenville Subd.	C.N.R.	10,080 00
105215 – July 31/61	Two flashers and bell	Trans-Canada Hwy., near Red Cliff, M. 280.28 Bishop's Falls Subd.	C.N.R.	10,080 00
105321 – Aug. 9/61	Two flashers and bell	Highway No. 2, Steady Brook, M. 399.73 Bishop's Falls Subd.	C.N.R.	10,320 00
			TOTAL	50,640 00
			GRAND TOTAL	4,578,722 68

STATEMENT NO. 8—THE FOLLOWING INSTALLATIONS OF AUTOMATIC PROTECTION WERE APPROVED IN 1961 BUT COST RESERVED AND NO CONTRIBUTIONS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND

Order Number and Date	Type of Protection	Railway	Location
	PROVINCE OF ONTARIO		
104145 – April 4/61	One short arm gate, one flasher and bell in lieu of mechanical gates	C.&O.	Walker Road, Windsor, mile 0.3 No. 1 Subdivision
104145 – April 4/61	One short arm gate, one flasher and bell in lieu of mechanical gates	C.N.R.	Walker Road, Windsor, mile 105.65 Chatham Subdivision

STATEMENT NO. 9—THE FOLLOWING INSTALLATIONS OF AUTOMATIC PROTECTION WERE APPROVED IN 1961 AND CONTRIBUTIONS TOWARDS THE COST COULD NOT BE MADE FROM THE RAILWAY GRADE CROSSING FUND UNDER THE TERMS OF SECTION 265 OF THE RAILWAY ACT

Order Number and Date	Type of Protection	Railway	Location
	PROVINCE OF BRITISH COLUMBIA		
104259 – April 17/61	Two flashers and bell	C.P.R.	King Edward Ave., Fraser Mills, mile 4.9 Westminster Subdivision
	PROVINCE OF ALBERTA		
105080 – July 17/61	Two flashers and bell	C.N.R.	Hwy. No. 43.35, NW¼ of Sec. 26, Twp. 59, Rge. 11, W4M, mile 105.82 Coronado Subd.
105082 – July 17/61	Two flashers and bell	C.P.R.	66th Ave., S.E., Calgary, mile 3.56 Macleod Subd.
105592 – Sept. 7/61	Two flashers and bell with cantilever arms in lieu of existing protection	C.P.R.	Hwy. No. 45, between SE¼ of Sec. 32 and SW¼ of Sec. 33, Twp. 55, Rge. 20, W4M, mile 141.03 Willingdon Sd.
105650 – Sept. 13/61	Two flashers and bell with cantilever arms in lieu of existing protection	C.N.R.	Hwy. No. 45, between NE¼ of Sec. 32 and NW¼ of Sec. 33, Twp. 55, Rge. 20, W4M, mile 99.03 Vegreville Subd.
	PROVINCE OF SASKATCHEWAN		
105160 – July 25/61	Two flashers and bell with cantilever arms in lieu of existing protection	C.N.R.	Highway No. 13, mile 12.78 Weyburn Subdivision.
105956 – Oct. 17/61	Two flashers and bell	C.N.R.	Main Street, Moose Jaw, mile 40.1 Central Butte Sd.
	PROVINCE OF ONTARIO		
104049 – Mar. 21/61	Two flashers and bell	T.H.&B.	Lynden Avenue, Dundas, mile 41.82 Waterford Subdivision
106554 – Dec. 15/61	Two flashers and bell	C.N.R.	Hwy. No. 541, Twp. of Garson, mile 5.36 Subdury Terminal Sd.
	PROVINCE OF QUEBEC		
104315 – April 25/61	Two flashers and bell	C.N.R.	Shawinigan, mile 47.95 Grand'Mere Subdivision
105166 – July 26/61	Two flashers and bell	C.N.R.	Hwy. No. 29, Carillon, mile 19.32 Grenville Subd.
105334 – Aug. 11/61	Two flashers and bell	C.N.R.	Onesime Gagnon Blvd., mile 20.0 Cran Subdivision
105678 – Sept. 15/61	Two short arm gates, two flashers and bell	C.P.R.	Darlington Ave., Montreal, mile 48.63 Adirondack Sd.
105682 – Sept. 15/61	Two flashers and bell	C.N.R.	Hwy. No. 9, Ste. Anne du Sault Parish, mile 12.39 Aston Subdivision
105967 – Oct. 18/61	Two flashers and bell	C.N.R.	26th Avenue, Riviere des Prairies, mile 31.39 L'Assomption Subdivision

STATEMENT NO. 9 THE FOLLOWING INSTALLATIONS OF AUTOMATIC PROTECTION WERE APPROVED IN 1961 AND CONTRIBUTIONS TOWARDS THE COST COULD NOT BE MADE FROM THE RAILWAY GRADE CROSSING FUND UNDER THE TERMS OF SECTION 265 OF THE RAILWAY ACT—*Concluded*

Order Number and Date	Type of Protection	Railway	Location
	PROVINCE OF QUEBEC—*concluded*		
105968 – Oct. 18/61	Two flashers and bell	C.N.R.	6th Avenue, Riviere des Prairies, mile 32.39 L'Assomption Subdivision
106170 – Nov. 9/61	Two flashers and bell	C.N.R.	Barthelemy Range Road, Louiseville, mile 61.47 Trois Rivieres Subdivision
106505 – Dec. 11/61	Four flashers and two bells	C.P.R.	Ste. Rosalie, mile 28.14 St. Guillaume Subdivision
	PROVINCE OF NEW BRUNSWICK		
103967 – Mar. 9/61	Two flashers and bell	C.N.R.	Private crossing at Moncton, mile 1.9 Sussex Subdivision

IMPROVEMENTS TO VIEW AND GRADES OF APPROACH APPROVED IN 1961

STATEMENT 10 -CONTRIBUTIONS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND TOWARDS THE COST OF IMPROVING THE VIEW AND/OR GRADES OF APPROACH AT THE FOLLOWING LOCATIONS

Order Number and Date	Type of Improvement	Location	Railway	Per-centage	Contribution
					$ cts.
		PROVINCE OF BRITISH COLUMBIA			
		NIL			
		PROVINCE OF ALBERTA			
103574 – Jan. 20/61	Views	Elnora East Crossing, M.D. of Red Deer, mile 36.84 Three Hills Sd	C.N.R.	80	2,400 00
103716 – Feb. 6/61	Views	Secs. 14 and 15, Twp. 47, Rge. 20, W4, M.D. of Camrose No. 63,			
104455 – May 11/61		mile 44.95 Camrose Subdivision	C.N.R.	80	297,60
105181 – July 27/61	Views	N. & S. Government Road, M.D. of Lamont No. 82, mile 100.04 Vegreville Sd	C.N.R.	80	1,850 00
				Total...	4,547 60
		PROVINCE OF SASKATCHEWAN			
103436 – Jan. 5/61	Grades of Approach	Ellice Street, Carnduff, mile 97.42 Estevan Sd	C.P.R.	80	2,240 00
103475 – Jan. 11/61	Grades of Approach	mileage 78.7 Meskanaw Subd	C.N.R.	80	10,055 82
105896 – Oct. 6/61					
105074 – July 17/61	Views	Highway No. 52, near Willowbrook, mile 90.98 Tonkin Subdivision	C.N.R.	80	800 00
				Total...	13,095 82
		PROVINCE OF MANITOBA			
105430 – Aug. 21/61	Grades of Approach and Views	S 1-10-4-EPM, mile 141.24 Sprague Subdivision	C.N.R.	80	1,020 00
105909 – Oct. 11/61					
105441 – Aug. 22/61	Grades of Approach and Views	Sec 28-9 5-EPM, mile 137.54 Sprague Subdivision	C.N.R.	80	1,020 00
105920 – Oct. 11/61					
106188 – Nov. 10/61	Views	Hamiota, mile 19.77 Miniota Subdivision	C.N.R.	80	160 00
105440 – Aug. 22/61	Grades of Approach and Views	Mile 139.61 Sprague Subd	C.N.R.	80	1,020 00
106191 – Nov. 10/61					
				Total...	3,220 00

STATEMENT 10—CONTRIBUTIONS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND TOWARDS THE COST OF IMPROVING THE VIEW AND/OR GRADES OF APPROACH AT THE FOLLOWING LOCATIONS—*Continued*

Order Number and Date	Type of Improvement	Location	Railway	Percentage	Contribution
					$ cts.
		PROVINCE OF ONTARIO			
103487 – Jan. 11/61	Grades of Approach and Views...	Between Cons. 1 and 2, Lot 1, Twp. of Zone, mile 49.09 Windsor Subdivision	C.P.R.	80	1,120 00
103532 – Jan. 18/61 106496 – Dec. 8/61	Grades of Approach	12th Con. Rd., Twp. of Chisholm, mile 43.52 Alderdale Subdivision	C.N.R.	80	15,939 98
103594 – Jan. 25/61 106657 – Dec. 27/61	Grades of Approach	Chester Hill Rd., Twp. of Pickering, mile 317.2 Oshawa Subdivision	C.N.R.	80	1,756 14
103660 – Jan. 25/61	Views	No. 8 Side Rd., Twp. of Caradoc, mile 18.16 Windsor Subdivision	C.P.R. C.N.R.	80 80	1,240 00 1,700 00
103623 – Jan. 26/61	Grades of Approach	Queen St., Strathroy, mile 19.5 Strathroy Sd.			
103782 – Feb. 14/61	Grades of Approach and Views...	No. 8 Side Road, Twp. of Caradoc, mile 8.34 Longwood Subdivision	C.N.R.	80	3,728 00
103875 – Feb. 27/61	Grades of Approach and Views...	No. 20 Side Road, Twp. of Caradoc, mile 3.61 Windsor Subdivision	C.P.R.	80	3,670 00
104368 – May 1/61	Grades of Approach and Views...	"Ham Xing", Twp. of Ernestown, mile 189.51 Gananoque Subdivision	C.N.R.	80	2,500 00
104373 – May 2/61	Views	13th Concession Road, Twp. of Rawdon, mile 25.52 Maynooth Subdivision	C.N.R.	80	1,200 00
104483 – May 16/61	Grades of Approach and Views...	Bet. Rgs. 4 and 5, Twp. of Ekfrid, mile 17.88 Chatham Subdivision	C.N.R.	80	2,800 00
104510 – May 18/61	Grades of Approach and Views...	Lot 29, Con. 11-12, Twp. of Otonabee, mile 22.52 Peterborough Subdivision	C.P.R.	80	3,700 00
104569 – May 26/61	Grades of Approach and Views...	Gracey Sideroad, Twp. of Tilbury North, mile 79.61 Chatham Subdivision	C.N.R.	80	2,800 00
104570 – May 26/61	Grades of Approach and Views...	Richardson's Side Road, Twp. of Tilbury North, mile 81.17 Windsor Subdivision	C.P.R.	80	1,900 00
104586 – May 29/61	Grades of Approach and Views.	Lots 4 and 5, Con. 3, Twp. of Ekfrid, mile 22.7 Windsor Subd.	C.P.R.	80	2,300 00
104681 – June 8/61	Grades of Approach	First St., Belle River, mile 90.23 Chatham Sd.	C.N.R.	80	3,900 00
104684 – June 8/61	Grades of Approach	Co. Rd. No. 5, Co. of Peel, mile 23.43 Galt Subdivision	C.P.R.	80	3,200 00
104792 – June 19/61	Grades of Approach and Views...	Lots 8–9, Con. 1, Twp. of Ekfrid, mile 14.42 Longwood Subdivision	C.N.R.	80	4,100 00
104853 – June 23/61	Grades of Approach and Views...	1st Crossing West of Pickerel Station, mile 79.5 Parry Sound Subd.	C.P.R.	80	5,400 00
105070 – July 17/61	Grades of Approach and Views...	No. 10 Side Road, Twp. of Nassagaweya, mile 18.27 Goderich Subdivision	C.P.R.	80	1,500 00
105089 – July 18/61	Grades of Approach and Views...	Bet. Cons. 8 and 9, Twp. of Blenheim, mile 11.19 Drumbo Subdivision	C.N.R.	80	2,700 00
105105 – July 21/61	Views	Fourth Avenue, Sudbury, mile 75.47 Cartier Sd.	C.P.R.	80	5,900 00
105171 – July 26/61	Grades of Approach	Bet. Lots. 4 and 5 L.S.R., Twp. of Rochester, mile 87.80 Chatham Subd.	C.N.R.	80	750 00

105173 – July 26/61	Views	Albertville Side Rd., Twp. of Gosfield So., mile 33.0 No. 1	C. & O.	80	360 00
105183 – July 28/61	Views	Subd. 2nd Con. Rd., Twp. of Gosfield South, mile 33.2 No. 1 Subdivision	C. & O.	80	400 00
105243 – July 31/61	Grades of Approach	Hill St., Village of Burks Falls, mile 59.0 Huntsville Subd.	C.N.R.	80	720 00
105248 – July 31/61	Grades of Approach	Lots 20–21, Con. 1, Twp. of Ekfrid, mile 18.98 Longwood Subdivision	C.N.R.	80	3,500 00
105443 – Aug. 22/61	Grades of Approach	West River Street, Belle River, mile 90.28 Chatham Subdivision	C.N.R.	80	1,800 00
105467 – Aug. 25/61	Grades of Approach and Views	Twp. Rd., Twp. of North Dumfries, mile 65.90 Galt Subdivision	C.P.R.	80	4,350 00
105522 – Sept. 5/61	Grades of Approach and Views	Hearn Rd., near Bruce Station, mile 92.07 Thessalon Subdivision	C.P.R.	80	3,715 00
105524 – Sept. 5/61	Grades of Approach	Peterson Lane, Twp. of Gosfield South, mile 33.9 No. 1 Subdivision	C. & O.	80	1,600 00
105526 – Oct. 23/61	Grades of Approach and Views	Scratch Sideroad, Twp. of Gosfield South, mile 31.7 No. 1 Subd.	C. & O.	80	1,190 00
106196 – Nov. 10/61	Grades of Approach	Lots 6–7, Con. 8, Twp. of Windham, mile 72.62 Main Line Subdivision	N.Y.C.	80	2,100 00
106206 – Nov. 16/61	Views	5th Sideroad, Twp. of Innisfil, mile 76.94 Milton Subdivision	C.N.R.	80	2,860 00
106247 – Nov. 17/61	Grades of Approach	Bet. Lots. 12 and 13, Con. N.M.R., Twp. of Tilbury W., mile 193.5 Main Line Sd.	N.Y.C.	80	1,700 00
106656 – Dec. 27/61	Grades of Approach	Town Line between Twps. of Rochester and Tilbury West, mile 198.34 Main Line Subdivision	N.Y.C.	80	1,525 00
106682 – Dec. 28/61	Grades of Approach and Views	Fraser Road, Twp. of Edwardsburg, mile 110.64 Cornwall Subdivision	C.N.R.	80	4,140 00
		Adjustments made to cover increased grants for projects approved prior to 1961			3,578 08
				Total...	107,342 20
		Province of Quebec			
103789 – Feb. 14/61	Grades of Approach	Du Vallon Road, Lorretteville, mile 10.10 Batiscan Sd.	C.N.R.	80	2,000 00
104313 – April 25/61	Grades of Approach	La Pageau Rd., Loretteville, mile 7.83 Batiscan Subdivision	C.N.R.	80	1,500 00
105039 – July 13/61	Grades of Approach	Camp Range Rd., St. Gregoire, mile 16.32 Adirondack Sd.	C.P.R.	80	1,350 00
105527 – Sept. 5/61	Grades of Approach	Hwy. No. 45, La Reine, mile 40.27 Macamic Subd.	C.N.R.	80	2,960 00
106264 – Nov. 21/61	Grades of Approach	Church Road, Mun. of St. Joseph de la Rive, mile 67.33 Murray Bay Subdivision	C.N.R.	80	320 00
				Total...	8,130 00
		Province of New Brunswick			
103631 – Jan. 26/61	Views	Avondale Rd., near Avondale, mile 147.31 Centreville Subdivision	C.N.R.	80	1,280 00
105890 – Oct. 6/61	Grades of Approach	Salmon Rock Rd., Nerepis, mile 18.22 St. John Sd.	C.P.R.	80	910 00
				Total...	2,190 00

STATEMENT 10—CONTRIBUTIONS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND TOWARDS THE COST OF IMPROVING THE VIEW AND/OR GRADES OF APPROACH AT THE FOLLOWING LOCATIONS—*Concluded*

Order Number and Date	Type of Improvement	Location	Railway	Percentage	Contribution
					$ cts.
		PROVINCE OF NOVA SCOTIA			
104664 – June 6/61	Grades of Approach and Views	Clairmont Rd., Clairmont, mile 50.74 Springhill Sd.	C.N.R.	80	7,100 00
104950 – July 4/61	Views	McIvor Rd., Inverness Co., mile 43.40 Sydney Subd.	C.N.R.	80	1,600 00
				Total	8,700 00
		PROVINCE OF PRINCE EDWARD ISLAND			
		NIL			
		PROVINCE OF NEWFOUNDLAND			
		NIL			
			Grand Total		147,225 62

STATEMENT 11 SUMMARY OF GRADE SEPARATIONS, RECONSTRUCTION OF GRADE SEPARATIONS, DIVERSIONS AND RELOCATION OF UTILITY PLANTS APPROVED DURING THE YEAR 1961.

Type of Project		B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Totals
Overhead Bridges	With Grant	3	.....	.....	3*	8	2	.....	1	.....	1	18
	Without Grant	4	5	.....	.....	5	1	.....	2	.....	.....	17
	Cost Reserved	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Subways	With Grant	2	3	.....	.....	1	1	.....	.....	.....	.....	7
	Without Grant	.....	1	.....	.....	8	1	.....	.....	.....	.....	10
	Cost Reserved	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Reconstruct Overheads	With Grant	3	1	.....	2	6	1	1	1	.....	.....	15
	Without Grant	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Reconstruct Subways	With Grant	.....	.....	.....	.....	2	1*	.....	.....	.....	.....	3
	Without Grant	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Utilities	With Grant	5	7	.....	7	41	14	6	2	.....	1	83
Diversions, Pedestrian Overheads	With Grant	1	.....	.....	.....	1	.....	1	.....	.....	.....	3
	Without Grant	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Reconstruct Pedestrian Overheads	Without Grant	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Totals		18	17	.....	12	77	24	8	6	.....	2	164

* Includes one project which was approved prior to 1961, but a grant from the Railway Grade Crossing Fund was approved during the current year.

STATEMENT 12—SUMMARY OF INSTALLATIONS OF AUTOMATIC PROTECTIONS AND IMPROVEMENTS TO CROSSINGS APPROVED DURING THE YEAR 1961.

Type of protection or improvement		B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Total
Flashers and bell	With grant	18	32	18	21	78	83	21	31	4	5	311
	Without grant	1	2	1	.....	2	8	1	.....	.....	.....	15
Short arm gates, flasher and bell	With grant	.....	2	1	2	16	6	.....	.....	.....	.....	27
	Without grant	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Flashers and bell in lieu of existing protections	With grant	1	2	.....	.....	16	7	2	19	.....	.....	47
	Without grant	.....	2	1	.....	.....	.....	.....	.....	.....	.....	3
Short arm gates, flashers and bell in lieu of or in addition to existing protection	With grant	.....	.....	.....	.....	19	1	.....	.....	.....	.....	20
	Cost reserved	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Improvements to existing protections (circuits, etc.)	With grant	.....	.....	1	.....	27	8	.....	1	.....	.....	37
Improvements to view and grades of approach	With grant	.....	3	3	4	36	5	2	2	.....	.....	55
Widening and other improvements to crossings	Without grant	2	24	31	19	61	36	.....	3	.....	.....	176
Crossings to be protected by flagmen		.....	.....	.....	.....	8	3	1	.....	.....	.....	12
Totals		22	67	56	46	265	158	27	56	4	5	706

Installation of reflectorized crossing signs (3 Orders) 2252 crossings
Relocation of reflectorized crossing signs (56 Orders) 99 crossings

Total..... 2351

STATEMENT 13—STATEMENT SHOWING OTHER WORKS, AS SET FORTH BELOW, WHICH WERE APPROVED BY ORDER OF THE BOARD ON RECOMMENDATIONS OF THE ENGINEERING DEPARTMENT DURING THE YEAR 1961.

Type of Works	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Totals
Construction Orders											
New Highway Crossings Approved	19	35	21	26	29	26	3	1	.....	1	161
Highway Crossings Closed	6	15	17	30	79	9	.....	42	.....	1	199
New Pedestrian Crossings Approved	1	1	1	1	2	3	.....	.....	.....	.....	9
Railway Bridges	9	9	3	2	9	1	3	.....	.....	1	37
Branch Lines and Spurs	6	6	4	8	15	5	.....	1	.....	1	46
New Location of Main Line Trackage	1	4	.....	.....	.....	1	.....	.....	.....	1	7
Relocation of Railway Lines	.....	1	.....	1	1	1	.....	.....	.....	.....	4
Restricted Clearances	3	3	.....	2	18	5	.....	.....	.....	.....	31
Operating Orders											
Over or Under (Bridges and Subways)	14	18	6	12	47	15	5	2	.....	2	121
Branch Lines and Spurs	11	13	3	4	10	7	.....	1	.....	.....	49
Opening for Carriage of Traffic	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Interlockers	.....	.....	1	.....	2	2	.....	.....	.....	.....	5
Abandonment of Operation of Railway Lines	2	1	.....	1	6	.....	.....	3	.....	.....	13
Signal Orders											
CTC and Block Signals (including changes)	4	1	.....	7	10	8	1	.....	.....	1	32
Interlockers (including changes)	.....	.....	3	3	8	3	.....	.....	.....	.....	17
Miscellaneous Works*	24	43	53	45	211	84	12	21	.....	2	495
Totals	100	152	112	142	447	170	24	71	.....	10	1,228

* Includes approvals of fencing; pipe crossings; increased grants from Fund; location of telephone lines; amending and rescinding Orders, etc.

APPENDIX C—OPERATING

STATEMENT No. 1—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED ON RAILWAYS UNDER THE BOARD'S JURISDICTION FOR YEAR ENDED DECEMBER 31st, 1961.

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Canadian National	2	158	13	713	145	346	1,122	160	1,217
Canadian Pacific	.....	237	8	798	62	218	1,195	70	1,253
Algoma Central & Hudson Bay	.....	1	.....	4	.....	.....	5	.....	5
British Columbia Electric	.....	.....	.....	1	.....	1	2	.....	2
Central Vermont	.....	.....	.....	.....	1	.....	1	1	.....
Chesapeake & Ohio	.....	.....	.....	.....	.....	4	3	.....	4
Dominion Atlantic	.....	1	.....	10	.....	1	12	.....	12
Esquimalt & Nanaimo	.....	1	.....	9	.....	9	13	.....	19
Essex Terminal	.....	.....	.....	5	.....	2	7	.....	7
Grand River	.....	.....	.....	2	.....	4	5	.....	6
Great Northern	.....	.....	.....	4	2	2	8	2	6
Lake Erie & Northern	.....	.....	.....	2	.....	.....	1	.....	2
London & Port Stanley	.....	.....	.....	.....	.....	8	3	.....	8
Midland Railway of Manitoba	.....	.....	.....	.....	.....	1	1	.....	1
Napierville Junction	.....	1	.....	1	.....	1	3	.....	3
New York Central	.....	.....	.....	3	10	5	14	10	8
Nipissing Central	.....	.....	.....	2	.....	.....	1	.....	2
Northern Alberta	.....	3	.....	50	.....	9	54	.....	62
Oshawa	.....	.....	.....	.....	.....	1	1	.....	1
Quebec Central	.....	3	.....	1	.....	5	9	.....	9
Quebec, North Shore & Labrador	.....	.....	.....	4	.....	.....	3	.....	4
Sydney & Louisburg	.....	.....	1	10	.....	3	12	1	13
Toronto, Hamilton & Buffalo	.....	.....	.....	.....	.....	3	2	.....	3
Toronto Terminals	.....	.....	.....	1	.....	.....	1	.....	1
White Pass & Yukon Route	.....	.....	.....	3	.....	.....	1	.....	3
Totals	2	405	22	1,623	220	623	2,479	244	2,651

STATEMENT No. 2—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31st, 1961.

Classification of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Derailment		1		30			21		31
Collision head-on		35		20			6		55
Collision rear-end			2	8			4	2	8
Collision, Miscellaneous				2			1		2
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards		1	2	16			14	2	17
Public highway crossing protected by gates—manual				2	1	2	3	1	4
Public highway crossing protected by gates—automatic					6	6	7	6	6
Public highway crossing protected by bell					2	5	3	2	5
Public highway crossing protected by bell and wigwag				2	9	19	17	9	21
Public highway crossing protected by flashing lights and bell				5	16	86	69	16	91
Public highway crossing protected by watchmen						3	3		3
Public highway crossing unprotected		4		39	111	369	342	111	412
Private crossing				4	20	48	44	20	52
Trespassing					53	72	120	53	72
Working on or about engine				27			27		27
Miscellaneous		23	1	337	1	7	367	2	367
Adjusting couplers, coupling and uncoupling			1	38			39	1	38
Handcar—Accidents caused by hand-car, motor or velocipede				116			89		116
Handcar, motor-car, velocipede struck by train			7	16			14	7	16
Crossing between cars			1	11			12	1	11
Struck by engine or cars on adjoining track			2	6			8	2	6
Struck by switch stand, water spout, mail crane or other projection				10			10		10
Crushed between cars and buildings, lumber piles				6			6		6
Locomotive accidents where defect involved				2			2		2
Getting on and off passenger trains		73					73		73
Injured when taking fuel or water				1			1		1
Rock slides, or other obstructions on track not including derailments		3					3		3
Rough coupling		2		29		1	30		32
Obstructions, overhead and on ground				13			13		13
Falling off top of car				15			15		15
Application and handling of air brakes, starting and stopping of trains, adjusting slack		30		152			159		182
Employees getting off train				216			216		216
Employees boarding train			1	97			98	1	97
Slipping on ice				45			45		45
Doors closing and other minor accidents in baggage cars and coaches		230		56			285		286
Run down by engine or cars at stations or in yards	2	2	4	25		1	34	6	28
Caught by engine or car while throwing switch				1			1		1
Slipping or falling off side or end ladders of cars				42			42		42
Handbrake—accidents while working handbrake				93			93		93
Handling freight or baggage				32			31		32

STATEMENT No. 2—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31st, 1961—*Concluded*

Classification of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Loading and unloading O.C.S. materials				34			33		34
Work train equipment				13			13		13
Cars moved while being loaded or unloaded				3	1	3	6	1	6
Carmen working on or under cars on running track when moved				1			1		1
Chaining or unchaining cars				1			1		1
Coupling or uncoupling hose			1	22			23	1	22
Turning angle-cock				13			13		13
Loads shifting in transit or switching				3			3		3
Falling or jumping off passenger train between stations		1		3			4		4
Cars running away not under control				3			2		3
Individual derailment of equipment in yard tracks				6		1	7		7
Accidents as a result of train breaking in two				7			6		7
Totals	2	405	22	1,623	220	623	2,479	244	2,651

STATEMENT NO. 3—NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1961

CLASSIFICATION OF ACCIDENT	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Accidents	Killed	Injured
Derailment	19		27	2		4				21		31
Collision head-on	4		37	2		18				6		55
Collision rear-end	3	2	5	1		3				4	2	8
Collision, miscellaneous	1		2							1		2
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards	7	1	8	6	1	7	1		2	14	2	17
Public highway crossing protected by gates—manual	2		4	1	1					3	1	4
Public highway crossing protected by gates—automatic	3	3	4	2	2	1	2	1	1	7	6	6
Public highway crossing protected by bell	1		1	2	2	4				3	2	5
Public highway crossing protected by bell and wigwag	8	3	11	3	1	5	6	5	5	17	9	21
Public highway crossing protected by flashing lights and bell	41	11	55	24	5	31	4		5	69	16	91
Public highway crossing protected by watchmen				3		3				3		3
Public highway crossing unprotected	191	73	225	119	35	142	32	3	45	342	111	412
Private crossing	26	18	30	15	1	20	3	1	2	44	20	52
Trespassing	72	35	40	43	15	30	5	3	2	120	53	72
Working on or about engine	11		11	12		12	4		4	27		27
Miscellaneous	177	2	177	160		160	30		30	367	2	367
Adjusting couplers, coupling and uncoupling	17		17	21	1	20	1		1	39	1	38
Handcar—accidents caused by hand-car, motor or velocipede	39		56	40		44	10		16	89		116
Handcar, motor-car, velocipede struck by train	5	3	4	7	4	8	2		4	14	7	16
Crossing between cars	7	1	6	4		4	1		1	12	1	11
Struck by engine or cars on adjoining track	3	1	2	4	1	3	1		1	8	2	6
Struck by switch stand, water spout, mail crane or other projection	7		7	3		3				10		10
Crushed between cars and buildings, lumber piles	3		3	2		2	1		1	6		6
Locomotive accidents where defect involved	1		1	1		1				2		2
Getting on and off passenger trains	19		19	52		52	2		2	73		73
Injured when taking fuel or water				1		1				1		1
Rock slides, or other obstructions on track not including derailments	3		3							3		3
Rough coupling	16		16	14		16				30		32
Obstructions, overhead and on ground	8		8	5		5				13		13
Falling off top of car	4		4	9		9	2		2	15		15
Application and handling of air brakes, starting and stopping of trains, adjusting slack	61		75	89		95	9		12	159		182
Employees getting off train	75		75	129		129	12		12	216		216
Employees boarding train	31		31	59		59	8	1	7	98	1	97
Slipping on ice	19		19	24		24	2		2	45		45

STATEMENT NO. 3—NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31ST, 1961

CLASSIFICATION OF ACCIDENT	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acci-dents	Killed	Injured
Doors closing and other minor accidents in baggage cars and coaches	98	.....	99	177	.....	177	10	.....	10	285	.....	286
Run down by engine or cars at stations or in yards	18	5	13	15	1	14	1	.....	1	34	6	28
Caught by engine or car while throwing switch	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Slipping or falling off side or end ladders of cars	13	.....	13	27	.....	27	2	.....	2	42	.....	42
Handbrake—accidents while working handbrake	31	.....	31	57	.....	57	5	.....	5	93	.....	93
Handling freight or baggage	16	.....	16	13	.....	14	2	.....	2	31	.....	32
Loading and unloading O.C.S. materials	19	.....	19	14	.....	15	.....	.....	.....	33	.....	34
Work train equipment	8	.....	8	5	.....	5	.....	.....	.....	13	.....	13
Cars moved while being loaded or unloaded	3	1	3	3	.....	3	.....	.....	.....	6	1	6
Carmen working on or under cars on running track when moved	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Chaining or unchaining cars	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Coupling or uncoupling hose	10	1	9	10	.....	10	3	.....	3	23	1	22
Turning angle-cock	5	.....	5	7	.....	7	1	.....	1	13	.....	13
Loads shifting in transit or switching	1	.....	1	2	.....	2	.....	.....	.....	3	.....	3
Falling or jumping off passenger train between stations	3	.....	3	1	.....	1	.....	.....	.....	4	.....	4
Cars running away not under control	2	.....	3	.....	.....	.....	.....	.....	.....	2	.....	3
Individual derailment of equipment in yard tracks	6	.....	6	1	.....	1	.....	.....	.....	7	.....	7
Accidents as a result of train breaking in two	4	.....	4	2	.....	3	.....	.....	.....	6	.....	7
Totals	1,122	160	1,217	1,195	70	1,253	162	14	181	2,479	244	2,651

STATEMENT No. 4—PARTICULARS OF ALL HIGHWAY CROSSING ACCIDENTS WITH DESCRIPTION OF PROTECTION OR NON-PROTECTION IN EFFECT FOR THE YEAR ENDED DECEMBER 31st, 1961

	Newfoundland			Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Totals		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
Gates, Manual													1		2	2	1	2													3	1	4
Gates, Automatic													1	1		5	5	5										1		1	7	6	6
Bell				1		1							2	2	4																3	2	5
Bell and Wigwag				1		2	3	3	2	1		1	3		6	8	5	8							1	1	2				17	9	21
Flashing Lights and Bell				2		3				4		5	27	9	30	25	4	34	1		1	4	1	6	3	2	7	3		5	69	16	91
Watchman																2		2	1		1										3		3
Unprotected	9		10	3		4	4	1	4	10	2	9	72	25	82	146	45	182	29	14	34	22	7	26	32	12	42	15	5	19	342	111	412
Totals	9		10	7		10	7	4	6	15	2	15	106	37	124	188	60	233	31	14	36	26	8	32	36	15	51	19	5	25	444	145	542

	1957	1958	1959	1960	1961
Number of accidents which occurred at crossings protected by Gates, Manual	3	9	12	6	3
Number of accidents which occurred at crossings protected by Gates, Automatic	6	7	5	9	7
Number of accidents which occurred at crossings protected by Bell	6	7	2	4	3
Number of accidents which occurred at crossings protected by Bell and Wigwag	58	38	44	34	17
Number of accidents which occurred at crossings protected by Flashing Light Signals and Bell	53	54	62	60	69
Number of accidents which occurred at crossings protected by Other Types of Protection	2				
Number of accidents which occurred at crossings protected by Watchman	2	1	1		3
Number of accidents which occurred at crossings Unprotected	453	400	420	360	342
Totals	583	516	546	473	444

STATEMENT No. 5.—HIGHWAY CROSSING ACCIDENTS BY PROVINCES FOR 5 YEAR PERIOD—1957 TO 1961 INCLUSIVE

	Newfoundland	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Totals
1957	9	5	16	16	129	267	32	26	48	35	583
1958	4	1	15	12	117	248	28	24	43	24	516
1959	7	4	17	17	114	239	43	38	38	29	546
1960	9	1	9	14	108	208	34	23	40	27	473
1961	9	7	7	15	106	188	31	26	36	19	444

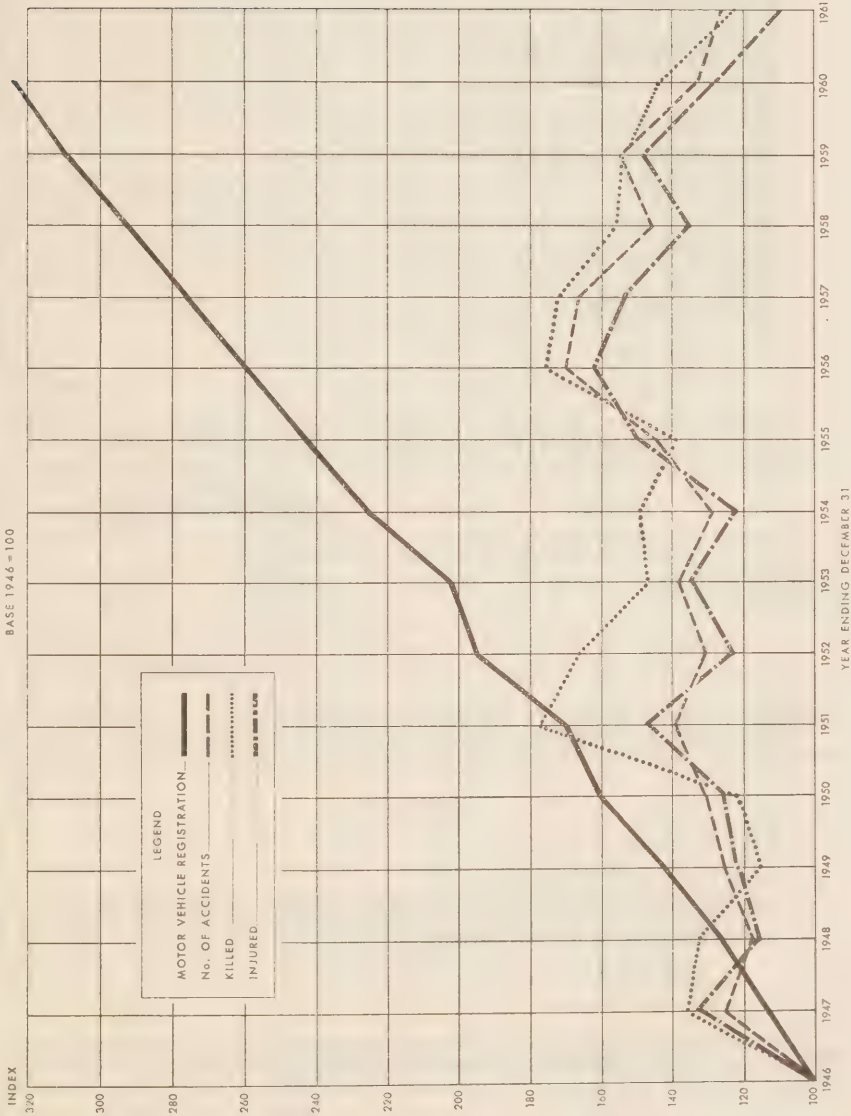
STATEMENT No. 6—CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1961

—	Accidents	Killed	Injured
Motor Vehicles Struck by Train			
Daylight hours	170	75	182
Night hours	93	29	117
Totals	263	104	299
Motor Vehicles Running into Side of Train			
Daylight hours	52	19	57
Night hours	87	9	131
Totals	139	28	188
Pedestrians Struck by Train			
Daylight hours	13	7	7
Night hours	5	3	4
Totals	18	10	11
Accidents in Which Track Cars Involved			
Daylight hours	19	.....	40
Night hours	.....	.....	.....
Totals	19	.....	40
Horse-Drawn or Other Vehicles Struck by Train			
Daylight hours	3	3	.....
Night hours	1	.....	1
Totals	4	3	1
Other Types of Accidents			
Daylight hours	.....	.....	.....
Night hours	1	.....	3
Totals	1	.....	3
Total Number of Accidents			
Daylight hours	257	104	286
Night hours	187	41	256
Grand Totals	444	145	542

STATEMENT NO. 7—HIGHWAY CROSSING ACCIDENTS AND MOTOR VEHICLE REGISTRATIONS—10 YEAR PERIOD 1952 TO 1961 INCLUSIVE

Year	Accidents	Killed	Injured	Motor Vehicle Registrations
1952	463	201	598	3,155,824
1953	487	177	656	3,430,672
1954	454	179	596	3,644,589
1955	510	167	729	3,948,652
1956	598	212	785	4,226,474
1957	583	206	752	4,459,595
1958	516	188	660	4,719,474
1959	546	185	717	5,017,686
1960	473	172	628	5,256,341
1961	444	145	542	.....

STATEMENT No. 8—INDEXES OF MOTOR VEHICLES REGISTRATION AND HIGHWAY CROSSING ACCIDENTS 1946-1961—BOARD OF TRANSPORT COMMISSIONERS FOR CANADA—OPERATING BRANCH



STATEMENT No. 9—DEFECTS ON LOCOMOTIVES OTHER THAN STEAM REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31, 1961

Classification	No. of Defects
Inspections or tests not made when required	93
Safety appliances, associated parts and fastenings	691
Air brake equipment	2,035
Compressed air system	140
Wheels, axles and journal bearings	150
Lights	330
Couplers, draft-gear and draw-gear	94
Bells, horns (whistles)	105
Springs and spring rigging	409
Sanders	456
Cabs, hoods, carbodies	459
Fire protective appliances	2
Gauges, meters, indicating warning and protective devices	129
Communicating signal systems	7
Running defects	1
Trucks	357
Power plant, its components and auxiliaries	970
Transmission	103
Power and control circuits and equipment	33
Batteries	2
Accident prevention	2,242
Miscellaneous diesel electric locomotive defects	14
Total Defects	8,822

NUMBER OF LOCOMOTIVES OTHER THAN STEAM INSPECTED SHOWING ENGINES DEFECTIVE AND NUMBER OF DEFECTS

Railway	Locomotives Inspected	Locomotives Defective	Total Defects
Canadian National	4,567	1,927	5,492
Canadian Pacific	2,951	1,055	2,808
Miscellaneous	654	177	522
Totals	8,172	3,159	8,822

STATEMENT No. 10—DEFECTS ON HEATING AND POWER BOILERS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31, 1961.

Classification	No. of Defects
Boilers	17
Boiler Water System	61
Fuel and Combustion System	100
Steam Components, Steam Lines	125
Inspection Forms, Fire and Accident Prevention, Lighting and Electrical Equipment	86
Control Indicating or Warning Devices	60
Total Defects	449

NUMBER OF HEATING AND POWER BOILERS INSPECTED, SHOWING BOILERS DEFECTIVE AND NUMBER OF DEFECTS FOR YEAR ENDED DECEMBER 31ST, 1961.

Railway	Boilers Inspected	Boilers Defective	Total Defects
Canadian National	1,472	210	275
Canadian Pacific	1,083	127	156
Miscellaneous	163	9	18
Totals	2,718	346	449

STATEMENT No. 11.—DEFECTS ON FREIGHT CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31, 1961

Classification	No. of Defects
Handholds	494
Sill steps	313
Ladders	209
Running boards	854
Safety bars, door locks, end gates and catches, latches, etc	33
Miscellaneous safety appliances	21
Coupler improper height above rails	74
Coupler and pin	49
Knuckle and knuckle pin	14
Draft gear, yoke, springs, plates, etc	434
Carrier iron	112
Operating lever	573
Buffers, face plates and diaphragms, curtains, etc	5
Miscellaneous draft gear defects	2
Handbrake	765
Foundation brake gear equipment	405
Piping, fittings, valves and reservoirs	324
Air brake equipment	508
Periodic testing, cleaning, etc	713
Improper piston travel	2,555
Miscellaneous defects to brake equipment	16
Center sill	41
Longitudinal sill	1
Side sill	6
Cross bearer	3
Body bolster	13
Miscellaneous underframe	17
Car over-due for reweighing (out of date for tare)	195
Sheathing defects—wood or metal units	4
Floor and roofing	64
Doors, side or end hoppers, hatches and their openers, fasteners, levers, etc	91
Miscellaneous car body	124
All wheel defects	223
Boxes over-due for repack or inspection	323
Journal box	65
All anti-friction bearing and associated part defects	2
Truck side frame	89
Center casting, side bearing, bolster, etc	370
Truck spring defects	274
Miscellaneous truck defects	40
Total Defects	10,418

NUMBER OF FREIGHT CARS INSPECTED, SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CARS INSPECTED FOR OVERDUE FOR WEIGHING FOR TARE, AND IMPROPER PISTON TRAVEL

Railway	Total Cars Inspected	Total Cars Defective	Total No. of Defects	Cars Inspected	
				Overdue Tare	Improper Piston Travel
Canadian National	52,509	5,036	6,120	10,941	19,006
Canadian Pacific	31,985	3,008	3,619	7,316	11,744
Miscellaneous	7,433	581	679	2,213	3,505
Totals	91,927	8,625	10,418	20,470	34,255

STATEMENT No. 12.—DEFECTS ON PASSENGER CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31, 1961

Classification	No. of Defects
Handholds	20
Sill steps	5
Running board defects	1
Safety bars, door locks, end gates and catches, latches, etc.	13
Miscellaneous safety appliances	4
Coupler improper height above rails	7
Coupler and coupler pin	6
Knuckle and knuckle pin defects	3
Draft gear defects, Yoke, Springs, Plates, etc.	3
Carrier iron	6
Operating lever	13
Buffers, face plates and diaphragms, curtains, etc.	88
Handbrake equipment	106
Foundation brake gear equipment	36
Piping, fittings, valves and reservoirs	12
Air brake equipment	120
Periodic testing, cleaning, etc.	78
Improper piston travel	124
Train signal line apparatus	6
Miscellaneous defect to Brake Equipment	4
Car overdue for reweighing	2
Floor and roofing defects	2
Doors, fasteners, levers, etc.	37
Miscellaneous car body defects	5
All wheel defects	8
Boxes over-due for repack or inspection	31
Journal box and solid bearings	12
Truck side frame	22
Center casting, side bearing, bolster, etc.	3
Truck spring defects	16
Miscellaneous truck defects	7
Filters, fans, strainers, intakes, ducts, etc.	1
Steam line	15
Defects to thermostatic emission valves	2
Miscellaneous car heating failures	1
Generator and associated parts	18
Batteries, battery holders	5
Jumper and receptacles, wiring defects	3
Gas holders and connections, piping fittings, gauges, emergency keys, mantles and globes, etc.	33
Failure of Lighting Systems	28
Miscellaneous Defects Lighting Systems	28
Car unclean or unsanitary	5
Unsafe conditions of seats, parcel racks, berths, etc.	99
Drinking water and water raising systems	58
Emergency tools	165
Miscellaneous interior passenger train cars	20
Total Defects	1,281

NUMBER OF PASSENGER CARS INSPECTED, SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CARS INSPECTED FOR IMPROPER PISTON TRAVEL FOR YEAR ENDED DECEMBER 31, 1961

Railway	Total Cars Inspected	Total Cars Defective	Total No. of Defects	Cars Inspected
				Improper Piston Travel
Canadian National	4,974	640	881	1,365
Canadian Pacific	2,814	283	389	858
Miscellaneous	24	8	11	—
Totals	7,812	931	1,281	2,223

STATEMENT No. 13 SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD

—	Canadian National (Atlantic Region) (a)	Canadian National (St. Lawrence Region)	Canadian National (Great Lakes Region)	Canadian National (Prairie Region)	Canadian National (Mountain Region)	Canadian Pacific (Atlantic Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Miscellaneous (b)	Totals
FIRES OF RAILWAY ORIGIN—											
Number by causes											
Locomotive Class A fires	18	6	3	1	13	.....	1	.....	28	1	71
Locomotive Class B fires	15	2	12	4	4	.....	8	.....	17	4	66
Locomotive Class C fires	3	1	1	.....	4	.....	2	1	3	.....	15
Employees, Class A fires	.....	1	2	.....	.....	.....	.....	.....	2	.....	5
Employees, Class B fires	5	1	2	1	.....	.....	2	.....	1	2	14
Employees, Class C fires	2	1	.....	.....	4	.....	.....	1	.....	1	9
Fusees, Class A fires	2	1	.....	.....	5	.....	1	3	5	1	18
Fusees, Class B fires	1	.....	2	.....	3	.....	2	1	4	.....	13
Fusees, Class C fires	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Burning smoking materials from trains, Class A	.....	2	1	1	3	.....	1	.....	.....	.....	8
Burning smoking materials from trains, Class B	3	1	2	5	1	.....	4	1	.....	1	18
Burning smoking materials from trains, Class C	2	.....	.....	2	1	.....	.....	.....	.....	.....	5
Total Class A	20	10	6	2	21	.....	3	3	35	2	102
Total Class B	24	4	18	10	8	.....	16	2	22	7	111
Total Class C	7	2	1	2	9	.....	2	3	3	1	30
Total	51	16	25	14	38	.....	21	8	60	10	243
Areas burned (Acres)											
Young forest growth	2,991.92	4.25	31.58	34.99	108.00	.....	9.00	.....	623.00	8.70	3,811.44
Merchantable timber	9,807.25	.....	2.43	2.00	1.00	.....	3.01	25.00	.01	1.00	9,841.70
Slashing or old burn	35.00	.....	8.00	5.01	20.00	.....	.....	24.00	.....	20.50	112.51
Other classes of land	1,231.80	49.44	18.96	9.00	214.17	.....	49.10	211.98	273.35	4.30	2,062.10
Total	14,065.97	53.69	60.97	51.00	343.17	.....	61.11	260.98	896.36	34.50	15,827.75
Value of Property destroyed	$	$	$	$	$	$	$	$	$	$	$
Young forest growth	29,825.00	30.70	465.30	95.88	5,276.50	.....	9.80	.....	13,064.00	34.00	48,801.18
Standing Timber	161,231.00	.....	15.00	.....	17.50	.....	1.70	100.00	.....	20.00	161,385.20
Forest Products	.....	.....	.....	.....	31.57	.....	.....	.....	21.16	.....	52.73
Other property	100.00	105.50	1,100.00	100.00	1,119.75	.....	11.00	.....	10,760.37	.....	13,296.62
Total	191,156.00	136.20	1,580.30	195.88	6,445.32	.....	22.50	100.00	23,845.53	54.00	223,535.73
KNOWN CAUSES OTHER THAN RAILWAY											
Campers and travellers, Class A	.....	18	2	1	4	.....	1	1	.....	.....	27
Campers and travellers, Class B	2	2	.....	1	1	1	9	.....	1	2	19
Campers and travellers, Class C	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Settlers, Class A	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Settlers, Class B	2	1	.....	1	.....	.....	.....	.....	.....	.....	4
Settlers, Class C	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other known causes, Class A	2	.....	.....	1	.....	.....	.....	.....	.....	.....	3
Other known causes, Class B	7	.....	1	.....	1	.....	1	.....	.....	.....	10
Other known causes, Class C	.....	.....	.....	.....	.....	.....	1	.....	1	2	4
Total, Class A	2	18	2	2	5	.....	1	1	.....	.....	31

STATEMENT No. 13—SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD—*Concluded*

	Canadian National (Atlantic Region) (a)	Canadian National (St. Lawrence Region)	Canadian National (Great Lakes Region)	Canadian National (Prairie Region)	Canadian National (Mountain Region)	Canadian Pacific (Atlantic Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Miscellaneous (b)	Totals
KNOWN CAUSES OTHER THAN RAILWAY (Cont'd)											
Total, Class B	11	3	1	2	2	1	10		1	2	33
Total, Class C							1		1	2	4
Total	13	21	3	4	7	1	12	1	2	4	68
Areas burned (Acres)											
Young forest growth		.75	8.10	.26			3.25		5.00	2.00	19.36
Merchantable timber										35.00	35.00
Slashing or old burn	1.25				.50						1.75
Other classes of land	13.17	3.25	2.06	4.49	.85	.25	44.95	.10	184.00	18.00	271.12
Total	14.42	4.00	10.16	4.75	1.35	.25	48.20	.10	189.00	55.00	327.23
Value of Property Destroyed	$	$	$	$	$	$	$	$	$	$	$
Young forest growth		40.00	78.40				29.30		100.00	15.00	262.70
Standing timber										570.00	570.00
Forest products					.05				35.80		35.85
Other property	50.00				.19				200.00		250.19
Total	50.00	40.00	78.40		.24		29.30		335.80	585.00	1,118.74
FIRES OF UNKNOWN ORIGIN											
Class A	1				2				1	2	6
Class B	8	1				1			2	2	14
Class C				1						1	2
Total	9	1		1	2	1			3	5	22
Areas burned (Acres)											
Young forest growth	.75	1.00		160.00		10.00			.50		172.25
Merchantable timber											
Slashing or old burn				160.00					1.00	16.25	177.25
Other classes of land	3.02	1.00		320.00	.34				.50	.25	325.11
Total	3.77	2.00		640.00	.34	10.00			2.00	16.50	674.61
Value of Property Destroyed	$	$	$	$	$	$	$	$	$	$	$
Young forest growth	5.50	2.00				100.00			1.00		108.50
Standing timber											
Forest products											
Other property						50.00					50.00
Total	5.50	2.00				150.00			1.00		158.50

GRAND TOTALS FOR ALL CAUSES (NUMBER)											
Total of all Classes A	23	28	8	4	28	.....	4	4	36	4	139
Total of all Classes B	43	8	19	12	10	2	26	2	25	11	158
Total of all Classes C	7	2	1	3	9	.....	3	3	4	4	36
Total of all fires reported	73	38	28	19	47	2	33	9	65	19	333
Areas Burned (Acres)											
Young forest growth	2,992.67	6.00	39.68	195.25	108.00	10.00	12.25	.....	628.50	10.70	4,003.05
Merchantable timber	9,807.25	.....	2.43	2.00	1.00	.....	3.01	25.00	.01	36.00	9,876.70
Slashing or old burn	36.25	.....	8.00	165.01	20.50	.....	.....	24.00	1.00	36.75	291.51
Other classes of land	1,247.99	53.69	21.02	333.49	215.36	.25	94.05	212.08	457.85	22.55	2,658.33
Total	14,084.16	59.69	71.13	695.75	344.86	10.25	109.31	261.08	1,087.36	106.00	16,829.59
Value of Property Destroyed	$	$	$	$	$	$	$	$	$	$	$
Young forest growth	29,830.50	72.70	543.70	95.88	5,276.50	100.00	39.10	.....	13,165.00	49.00	49,172.38
Standing timber	161,231.00	.....	15.00	.....	17.50	.....	1.70	100.00	.....	590.00	161,955.20
Forest Products	.....	.....	.....	.....	31.62	.....	.....	.....	56.96	.....	88.58
Other property	150.00	105.50	1,100.00	100.00	1,119.94	50.00	11.00	.....	10,960.37	.....	13,596.81
Total	191,211.50	178.20	1,658.70	195.88	6,445.56	150.00	51.80	100.00	24,182.33	639.00	224,812.97
**Tie Fires*	1	7	.....	1	.....	.....	.....	.....	.....	2	11

(*a*) Includes Province of Newfoundland.
(*b*) Includes Algoma Central & Hudson Bay Railways; Northern Alberta Railways; Esquimalt and Nanaimo Railway; Quebec North Shore & Labrador Railways; Sydney & Louisburg Railway; Cumberland Coal and Railway Company.

NOTE:—Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.
—Class B fires are those which cover an area of one-fourth acre to ten acres.
—Class C fires are those which cover an area over ten acres.
*Tie fires are those that burn ties in track only and do not spread to the right-of-way.

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FIFTY-EIGHTH REPORT

of

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

1962

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FIFTY-EIGHTH REPORT

of

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

1962

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BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

Rod Kerr, q.c., *Chief Commissioner.*

H. H. Griffin, *Assistant Chief Commissioner.*

J. E. Dumontier, *Deputy Chief Commissioner.*

J. M. Woodard, *Commissioner.*

W. R. Irwin, *Commissioner.*

A. S. Kirk, *Commissioner.*

C. W. Rump, *Secretary.*

J. D. Beaton, *Assistant Secretary.*

J. M. Fortier, *General Counsel.*

M. M. Goldberg, *Assistant Counsel.*

R. A. Shier, *Director of Engineering.*

A. G. Hibbard, *Assistant Director of Engineering.*

H. W. Ellicott, *Director of Traffic.*

J. Hanley, *Assistant Director of Traffic.*

R. M. MacDonald, *Director of Operation.*

A. Lesage, *Assistant Director of Operation.*

M. E. Burwash, *Director of Economics and Accounting.*

D. C. Deighton, *Assistant Director of Economics and Accounting.*

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BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

CHIEF COMMISSIONER – ROD KERR, Q.C.

ASSISTANT CHIEF COMMISSIONER – H. H. GRIFFIN

DEPUTY CHIEF COMMISSIONER – J.E. DUMONTIER

COMMISSIONER – J.M. WOODARD
COMMISSIONER – W.R. IRWIN
COMMISSIONER – A.S. KIRK

SECRETARY OF THE BOARD – C. W. RUMP

FEDERAL PUBLIC STATUTES CONFERRING JURISDICTION ON THE BOARD INCLUDE:

RAILWAY ACT – Chap. 234, R.S.C. 1952. Confers extensive judicial, regulatory and administrative functions in respect of, inter alia, location, construction, operation and uniform accounting of railways subject to Parliament; protection at highway-railway crossings; The Railway Grade Crossing Fund; railway express, telegraph, telephone and international bridge tolls.

TRANSPORT ACT – Chap. 271, R.S.C. 1952. Confers jurisdiction to license ships on the Great Lakes, MacKenzie and Yukon Rivers; their charges and tolls; and agreed charges of certain rail and water carriers.

BRIDGES ACT – Chap. 20, R.S.C. 1952. C.N.R. – C.P.R. ACT – Chap. 39, R.S.C. 1952.

MARITIME FREIGHT RATES ACT – Chap. 174, R.S.C. 1952. RADIO ACT – Chap. 233, R.S.C. 1952.

ST. LAWRENCE SEAWAY AUTHORITY ACT – Chap. 242, R.S.C. 1952. TELEGRAPH ACT – Chap. 262, R.S.C. 1952.

C.N.R. ACT – Chap. 29 of 1955 Statutes. FREIGHT RATES REDUCTION ACT – Chap. 27, 7–8 Elizabeth II.

APPROPRIATION ACT Nos. 4–61, 5–61 Vote 590; No. 7–62 Vote 213a – Subsidies

ECONOMICS AND ACCOUNTING

M.E. Burwash — Director
D.C. Deighton — Asst't Director

Responsible for providing economic, statistical and financial information and advice required for decisions by the Board in connection with investigations, applications, hearings and reviews of carrier performance pursuant to Board Orders and Rulings; the form and content of periodic reporting by railways, water carriers; communications and other companies subject to the jurisdiction of the Board; analysis and interpretations of transportation and communication trends in recurrent reports and special submissions; processing and publication of the Annual Waybill Analysis of All-Rail Carload Freight Traffic; administration of uniform accounting classifications; conducting field examinations of company records; issuance of accounting interpretations and rules governing the preservation of records; formulae governing freight and traffic costing and general accounting allocations, and the methods to be followed in establishing "out of pocket" and "all inclusive" costs; special studies and research on the economics of companies under the jurisdiction of the Board, including problems which are known to be developing and which may be expected to involve Board decisions.

ENGINEERING

R.A. Shier — Director
A.G. Hibbard — Asst't. Director

The Engineering Branch deals with and advises the Board on all applications concerning construction and maintenance of railway lines, and administration of the Railway Grade Crossing Fund.

Conducts field inspection and examines plans before recommending the approval of construction and maintenance of railway lines, sidings, railway-highway-farm crossings, junctions, signals, bridges, fences, drainage, etc.

Conducts field inspections, examines plans and estimates of cost for construction of grade separations, installations of automatic protection or safety features at railway-highway crossings.

Maintains complete record of railway-highway crossings and grants, commitments and payments from the Railway Grade Crossing Fund.

LAW

J. M. Fortier — General Counsel
M.M. Goldberg — Asst't. Counsel

The law Branch advises the Board and its Officers on questions of law, jurisdiction, practice and procedure; drafts orders, regulations and legislation; represents the Board on appeals and references to the Supreme Court of Canada and other courts when necessary; attends the Board's public hearings and when necessary examines witnesses; confers and corresponds with Counsel representing parties to applications before the Board; prepares briefs, memoranda and précis on matters dealt with by the Board.

Supervises the maintenance of the Board's Library and other related work of a professional legal nature.

OPERATING

R. M. MacDonald — Director
A. Lesage — Asst't. Director

The Operating Branch advises the Board and makes recommendations in matters relating to adequacy of rail service to the public; safety of operation, safe condition of rolling stock and equipment, suitability of facilities, investigation of accidents, fire prevention along railway right-of-way and the safe transportation of commodities. The Branch is divided into four sections: (1) Operating, (2) Mechanical, (3) Fire Prevention and (4) Explosives and Other Dangerous Commodities.

In view of the Branch's concern with the day to day operation of railways coming under the Board's jurisdiction, close working relations are maintained at all levels of management as well as with labour groups and other interested parties. Applications to abandon, reduce or augment existing services are investigated by the Operating Branch. Rolling stock and motive power is regularly inspected. To carry out the field work involved in these duties District Offices are maintained at several locations outside Ottawa. The current rules respecting most of these functions are contained in some 180 Board Orders which are subject to periodic amendment or revision as the need arises.

SECRETARY'S (Administrative)

C.W. Rump — Secretary
J.D. Beaton — Asst't. Secretary

The Secretary's or Administrative Branch is divided into three sections: (1) General Administrative Services, (2) Records and (3) Accounts.

In addition to the maintenance of minutes of Board meetings the Secretary's Branch keeps a record of all proceedings conducted before the Board by way of public hearings, makes all arrangements for such hearings at or outside Ottawa, deals with all official correspondence of the Board; has custody and care of all official records and documents belonging or appertaining to the Board; maintains official copies of every Judgment, Regulation, Ruling and Order of the Board; issues certified copies of such orders and regulations as requested; makes recommendations on matters affecting the employment and accommodation of the Board's staff; initially deals with inquiries for information covering the Board's work from interested parties, the Press, etc.

TRAFFIC

H.W. Ellicott — Director
J. Hanley — Asst't. Director

Deals with, and advises the Board on, all matters concerning Traffic, Tolls and Tariffs in respect of:

Freight (Rail and Water).
Passenger (Rail and Water).
Express.
Agreed Charges.
International Bridges and Tunnels.
Telegraph.
Telephone.
Radio Messages (Radio Regulations).
Maritime Freight Rates Act.
Freight Rates Reduction Act.
Trackage Maintenance Subsidy.
Licensing of Ships.
Free and Reduced Rate Transportation.

JANUARY 1963

DISTRICT OFFICES – ENGINEERING AND OPERATING

MONCTON, N.B.
MONTREAL, P.Q.
WINNIPEG, MAN.
CALGARY, ALTA.

DISTRICT OFFICES OPERATING

ST. JOHN'S, NFLD.
TORONTO, ONT.
SASKATOON, SASK.
VANCOUVER, B.C.

REPORT OF BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

To the Governor in Council:

Pursuant to Section 31 of the Railway Act, Chapter 234, R.S. 1952, the Board of Transport Commissioners for Canada has the honour to submit its Fifty-Eighth Report for the year ended December 31, 1962.

GENERAL REVIEW OF THE BOARD'S WORK IN 1962

During the calendar year 1962, a total of 2,967 applications were received by the Board under the provisions of the Railway Act, the Transport Act, the Maritime Freight Rates Act and other legislation under the Board's jurisdiction.

There were thirty-three public hearings held by the Board during the year. In addition to those held in Ottawa there were sittings in Hampton, New Brunswick, Farnham, Grand'Mère, Knowlton, Maniwaki, Mont Laurier, Sept Iles, Ste. Thérèse and St. Jérôme, Province of Quebec, Little Current, Oshawa, Toronto and Windsor, Ontario, Brandon and The Pas, Manitoba, Assiniboia, Moose Jaw and Saskatoon, Saskatchewan and Brooks, Drumheller and Hanna, Alberta.

The Board issued 3,301 Orders and 18 General Orders during the year as compared with 3,279 Orders and 11 General Orders during the year 1961. The practice of reporting all Judgments and Orders in the publication "Judgments, Orders, Regulations and Rulings" was continued.

The Board's total staff establishment in Ottawa was 146 in 1962 compared with 143 in 1961. Twelve positions fell vacant during the year which could not be filled in view of the Staff Recruitment Regulations arising from the Emergency Financial Measures. One position was transferred from Ottawa during the year which increased the total strength in the Board's Branch Offices to 32 as compared with 31 in 1961. The staff located in the eight district offices carry out engineering, mechanical and operational inspections in their respective areas.

Detailed accounts of the general operations of the Board are contained in subsequent sections under the headings of Legal, Economics and Accounting, Engineering, Operating and Traffic.

APPEALS TO THE GOVERNOR IN COUNCIL DURING 1962

The Board upon application of the Canadian National Railways had issued four orders authorizing the company to cross certain highways and road allowances with two of their main tracks. Some of the crossings were at grade with no automatic protection; others with automatic protection and the rest by a grade separation. The Corporation of the Township of Toronto appealed to His Excellency the Governor in Council, inter alia, that the company be not permitted to construct their railway over highways at grade. His Excellency dismissed the appeal by P.C. 1962-1574, dated November 1, 1962, saying that the matters at issue are questions which depend for their solution on evidence adduced before the Board, or are otherwise matters in respect of which the Board is best fitted to determine, and it has not been established that the Board has proceeded upon some wrong principle or has otherwise erred in making the said Orders.

65731-2—2½

Application of the Canadian Pacific Railway Company to Abandon its Snowflake and Fallison Subdivisions in the Province of Manitoba.
52 J.O.R. & R. 37.

The summary of the Board's decision appears under the heading "Decisions of the Board" in this Report.

Certain residents of the Rural Municipalities of Pembina and Louise, in the Province of Manitoba, by their appeals addressed to the Governor General in Council, requested that Order No. 106916 be suspended for a period of five years on the same grounds and for the same reasons given in the Lorraine Subdivision case. The appeal was dismissed by P.C. 1962–1058, dated July 25, 1962.

Application by the Canadian Pacific Railway Company for Authority to Abandon Part of its Lorraine Subdivision Between Harmon and Bulwark, in the Province of Alberta.
52 J.O.R. & R. 21.

A summary of the Board's decision appears under the heading "Decisions of the Board" in this Report.

Certain residents of the area surrounding Bulwark, in the Province of Alberta, by petition addressed to the Governor General in Council requested that Order No. 106858 be suspended for a period of five years. His Excellency the Governor General in Council stated that in the said appeals the matters at issue are questions which depend for their solution on voluminous evidence given to, and numerous exhibits filed with, the Board, which questions the Board is best fitted to determine; and it has not been established that the Board has proceeded upon some wrong principle or has otherwise erred in giving the said judgment and in making the said Order of 17th January, 1962. Appeal dismissed.

Application of the Canadian National Railways for an Order Authorizing Them to Abandon Their Colony Subdivision Between Rockglen, Mileage 0.0 to Killdeer, Mileage 24.6 Colony Subdivision, all in the Province of Saskatchewan.

The application was heard at Assiniboia, Saskatchewan, in October 1962, and the decision of the Board has not yet been rendered.

The Canadian Federation of Agriculture filed a petition to His Excellency the Governor in Council protesting as being against the public interest at this time the making of any Orders, decisions, rules or regulations by the Board concerning in any way the abandonment of operation of rail lines. The petitioner requests disallowance by the Governor in Council of Orders of the Board which may be made authorizing line abandonments, and of decisions by the Board to hold public hearings upon such applications at the present time on the grounds that before such action is taken comprehensive plans and policies relating to the whole program of rail line abandonment should be established as a national policy.

The petition is now pending before His Excellency the Governor in Council.

APPEALS TO THE SUPREME COURT OF CANADA

Application of the Province of British Columbia for an Order Authorizing Encroachment on the Right of Way of the Canadian Pacific Railway Company for about One Mile in the Vicinity of Mileage 26.5 Cascade Subdivision.
52 J.O.R. & R. 387.

A summary of the Board's decision appears under the heading "Decisions of the Board" in this Report.

The Province of British Columbia by Motion applied for leave to appeal to the Supreme Court of Canada from the Order of the Board No. 108265 whereby the application of the Department of Highways of the Province of British

Columbia for leave to construct a highway along or across the right of way of the Canadian Pacific Railway Company from mileage 26.0 to mileage 26.5 in the vicinity of Yale, Cascade Subdivision, in the Province of British Columbia, was dismissed.

Leave to appeal was granted in the month of August 1962. At the time of preparing this Report the appeal had not been heard.

Application of B.C. Interior Sales Limited Et Al for Amendment to Currency Exchange Regulations Tariff to Provide for Payment of Discount on Freight Charges when such Charges are Payable in the United States of America.
52 J.O.R. & R. 347.

A summary of the Board's decision appears under the heading "Decisions of the Board" in this report.

The Applicants by Motion applied to the Supreme Court for an Order pursuant to the provisions of section 52(3) of the Railway Act, R.S.C. 1952, chapter 234, extending the time for applying for leave to appeal to the Supreme Court until the 24th day of September, 1962, or such other date as the Judge may fix or allow. Motion was granted extending the time for applying for leave to appeal until the 24th day of September, 1962.

Application of the Canadian Pacific Railway Company to Discontinue Passenger Trains 123 and 124 between Edmundston and McAdam, New Brunswick, and to Reduce the Service of Trains 101 and 102 between McAdam and Saint John.
52 J.O.R. & R. 55.

The summary of this case appears under the heading "Decisions of the Board" in this Report.

Canadian Pacific Railway Company applied to the Supreme Court of Canada for an Order extending the time within which an application may be made for leave to appeal from that part of Order No. 106917 and the Judgment of the Board dated January 23, 1962, dismissing the application for discontinuance of passenger train service between McAdam and Edmundston, in the Province of New Brunswick, being provided by trains Nos. 123 and 124. The time for leave to appeal to the Supreme Court was extended to March 30, 1962. On March 15, 1962, the company advised the Board that it will not seek leave to appeal from the above Order and Judgment.

Application of Stewart and Lloyds of Canada Limited for a Charge to be Fixed Pursuant to the Provisions of Subsection (10) of Section 32 of the Transport Act on Oil Well Casing and Tubing from Vancouver, B.C., Under Agreed Charge C.T.C. (AC) No. 204 from Port Moody, B.C.
1961 J.O.R. & R. Pamphlet 47.

This application was heard in 1961 and a summary of the case appears at page 13 of the 1961 Report.

Stewart and Lloyds of Canada Limited had applied for leave to appeal from Order No. 106617 and Judgment of the Board. In the Motion for leave to appeal it was alleged on behalf of the Applicant that important questions of law concerning the interpretation of the Railway Act and the Transport Act were involved in the Order of the Board, and that the matter should be submitted to the Supreme Court.

Mr. Justice Taschereau, who heard the Motion, dismissed the application stating: "In their considered reasons, the Board determined, as questions of fact, (Railway Act 320) whether or not traffic is or has been carried under substantially similar circumstances and conditions, and whether there existed any unjust discrimination, or undue or unreasonable preference or advantage, or

prejudice or disadvantage, within the meaning of the Act. I do not think that on this point this Court has any jurisdiction to intervene, and as to the minor questions of law which have been raised, I think that they all have been determined by this Court particularly in *Minister of Agriculture for B.C. v. C.N.R. et al* (S.C.R. 1959, p. 230).

Application of Bogoch Seed Company, Limited, Re Freight Rates on Rapeseed. 50 J.O.R. & R. 137.

An application by Bogoch Seed Company, Limited for leave to appeal to the Supreme Court of Canada from Board's Judgment dated June 6, 1960, and Order No. 101457, dated June 10, 1960, in respect of freight rates on rapeseed was allowed by Mr. Justice Abbott. The leave to appeal is on the following point: "Whether the majority of the Board, consisting of Chief Commissioner Rod Kerr and Assistant Chief Commissioner H. H. Griffin, and Commissioner W. R. Irwin, whose reasons for judgment were delivered by the said Chief Commissioner erred, having found that rapeseed was now recognized as a grain, in not holding that rapeseed must be included within the meaning of the word "grain" as used in the Crowsnest Pass Act, being chapter 5, Statutes of Canada 1897, and the Railway Act of Canada, Section 328(6) and (7)."

Notes on the above mentioned Judgment appear under the heading "Decisions of the Board" in the 1960 Annual Report.

By Chap. 54, 9–10 Eliz. II, assented to July 13, 1961, section 328 of the Railway Act was amended by adding a new subsection as follows:

> "(8) For the purposes of subsections (6) and (7) and the Act and agreement therein referred to, the expression "grain" includes rapeseed, and the rates applicable to the movement of rapeseed from any point referred to in sub-section (6) after the coming into force of this subsection shall not exceed the rates applicable to flaxseed."

As a result of this new enactment Canadian Pacific Railway Company applied to the Supreme Court by Motion to quash the appeal on the grounds, among others, that as a result of the legislation just referred to, any question of future relief became unnecessary for the decision of the Court. On June 11, 1962, the Supreme Court of Canada gave Judgment as follows: "The application to quash the appeal is dismissed with costs but there will be no costs to or against the Board of Transport Commissioners of Canada."

The appeal has not yet been decided.

SUMMARY OF APPEALS TO THE GOVERNOR IN COUNCIL FEBRUARY 1, 1904, TO DECEMBER 31, 1962

Dismissed	42
Allowed	6
Referred back	15
Withdrawn, Discontinued, etc	12
Pending	1
Total	76

SUMMARY OF APPEALS TO THE SUPREME COURT OF CANADA FEBRUARY 1, 1904, TO DECEMBER 31, 1962

Dismissed (including refusal to grant leave to appeal)	83
Allowed	19
Pending	4
Withdrawn, Discontinued, etc	13
Total	119

LIST OF MEMBERS OF THE BOARD WHO HAVE SERVED OR ARE SERVING ON THE BOARD

Member's Name	Office	Appointment	Termination
Hon. A. G. Blair, K.C.	Chief	Feb. 1, 1904	Oct. 31, 1904 (resigned)
Hon. M. E. Bernier	Deputy C.	Feb. 1, 1904	Jan. 31, 1914 (served term)
James Mills	Commr.	Feb. 1, 1904	Jan. 31, 1914 (served term)
Hon. Mr. Justice A. C. Killam	Chief	Feb. 6, 1905	Mar. 1, 1908 (died)
Hon. J. P. Mabee, K.C.	Chief	Mar. 28, 1908	May 6, 1912 (died)
D'Arcy Scott	Ass't. C.	Sep. 17, 1908	Sep. 16, 1918 (served term)
S. J. McLean, C.M.G., Ph.D.	Commr.	Sep. 17, 1908	Sep. 16, 1918
S. J. McLean, C.M.G., Ph.D.	Commr.	Sep. 17, 1918	Aug. 5, 1919
S. J. McLean, C.M.G., Ph.D.	Ass't. C.	Aug. 6, 1919	Sep. 16, 1928
S. J. McLean, C.M.G., Ph.D.	Ass't. C.	Sep. 17, 1928	Sep. 16, 1938 (served term)
Hon. Thomas Greenway	Commr.	Sep. 17, 1908	Oct. 30, 1908 (died)
A. S. Goodeve	Commr.	Apr. 4, 1912	Nov. 22, 1920 (died)
Sir Henry L. Drayton, P.C., K.C.	Chief	July 1, 1912	Aug. 1, 1919 (resigned)
Hon. W. B. Nantel, P.C., K.C.	Deputy C.	Oct. 20, 1914	Oct. 19, 1924 (served term)
A. C. Boyce, K.C.	Commr.	Oct. 4, 1917	Oct. 3, 1927 (served term)
Dr. J. G. Rutherford, C.M.G., M.D.	Commr.	Sep. 17, 1918	July 24, 1923 (died)
Hon. F. B. Carvell, P.C., K.C.	Chief	Aug. 2, 1919	Aug. 9, 1924 (died)
Calvin Lawrence	Commr.	Nov. 4, 1921	May 4, 1931 (died)
Hon. Frank Oliver, P.C.	Commr.	Sep. 21, 1923	Sep. 20, 1928 (reached age 75)
Hon. H. A. McKeown, K.C.	Chief	Sep. 16, 1924	Feb. 28, 1931 (resigned)
Thomas Vien, K.C.	Deputy C.	Sep. 5, 1925	Jan. 31, 1931 (resigned)
Hon. T. C. Norris	Commr.	Mar. 30, 1928	Mar. 29, 1938 (served term)
J. A. Stoneman	Commr.	Mar. 12, 1929	Mar. 11, 1939
J. A. Stoneman	Commr.	Mar. 12, 1939	Mar. 11, 1949 (served term)
Hon. Mr. Justice C. P. Fullerton	Chief	Aug. 13, 1931	Dec. 31, 1933 (resigned)
F. A. Labelle	Deputy C.	Dec. 16, 1931	July 15, 1933 (died)
G. A. Stone	Commr.	Dec. 16, 1931	Dec. 15, 1941
G. A. Stone	Commr.	Dec. 16, 1941	July 1, 1947 (reached age 75)
G. A. Stone	Commr.	July 1, 1947	June 30, 1948 (re-appointed for one year by amendment to Railway Act)
F. N. Garceau, K.C.	Deputy C.	Sep. 16, 1933	Apr. 10, 1943 (reached age 75)
Hon. Hugh Cuthrie, P.C., K.C.	Chief	Aug. 12, 1935	Nov. 3, 1939 (died)
Hugh Wardrope, Q.C.	Ass't. C.	Nov. 8, 1938	Nov. 7, 1948
Hugh Wardrope, Q.C.	Ass't. C.	Nov. 8, 1948	Nov. 7, 1958 (served term)
F. M. MacPherson	Commr.	Sep. 21, 1939	Sep. 20, 1949
F. M. MacPherson	Commr.	Sep. 21, 1949	Mar. 29, 1959 (reached age 75)
Col. J. A. Cross, C.M.G., D.S.O., K.C.	Chief	Apr. 1, 1940	June 30, 1948 (resigned)
Armand Sylvestre, Q.C.	Deputy C.	Apr. 18, 1945	Apr. 17, 1955
Armand Sylvestre, Q.C.	Deputy C.	Apr. 18, 1955	Apr. 17, 1960 (served term)
Hon. Mr. Justice M.B. Archibald	Chief	July 1, 1948	Oct. 31, 1951 (resigned)
H. B. Chase, C.B.E.	Commr.	July 28, 1948	July 27, 1958
H. B. Chase, C.B.E.	Commr.	July 28, 1958	May 19, 1959 (reached age 75)
W. J. Patterson	Commr.	Apr. 1, 1949	July 3, 1951 (resigned)
Hon. Mr. Justice J. D. Kearney, M.C.	Chief	Nov. 1, 1951	Jan. 15, 1957 (resigned)
O. A. Matthews	Commr.	Jan. 1, 1953	Sep. 1, 1955 (resigned)
L. J. Knowles	Commr.	Sep. 1, 1955	Jan. 2, 1962 (reached age 75)
C. D. Shepard, Q.C.	Chief	Jan. 15, 1957	Jan. 1, 1959 (resigned)
Rod Kerr, Q.C.	Commr.	Oct. 6, 1958	Nov. 8, 1958
Rod Kerr, Q.C.	Ass't. C.	Nov. 8, 1958	Dec. 31, 1958
Rod Kerr, Q.C.	Chief	Jan. 1, 1959	Dec. 31, 1968
H. H.Griffin	Ass't. C.	Jan. 19, 1959	Jan. 18, 1969
J. M. Woodard	Commr.	May 20, 1959	May 19, 1969
W. R. Irwin	Commr.	Aug. 1, 1959	July 31, 1969
J. E. Dumontier	Deputy C.	May 26, 1960	May 25, 1970
A. S. Kirk	Commr.	Jan. 3, 1962	Mar. 21, 1971 (will reach age 75)

LEGAL

Decisions of the Board

Application of Wabush Lake Railway Company, Limited and Arnaud Railway Company, Pursuant to Section 196 of the Railway Act, to the Board for its Approval and for an Order Directing that Wabush Lake Railway Company, Limited be Granted the full Right and Power to Run and Operate its Trains over and be Permitted the Joint and Common Use of that Portion of the Right of Way, Tracks and Other Facilities of Quebec North Shore and Labrador Railway Company Located from about Mile Post 224 to about Mile Post 8.3 on Quebec North Shore and Labrador Railway Company's Right of Way upon such Terms and Conditions and Subject to such Duties upon Wabush Lake Railway Company, Limited, Arnaud Railway Company and Quebec North Shore and Labrador Railway Company as the Board may deem Just, Necessary or Desirable. 52 J.O.R. & R. 173.

This application was heard by the Board over a period of more than two weeks. It would be extremely difficult to give, in a report of this nature, a fair summary of this case. It will suffice to enumerate the allegations of the Applicants which are as follows:

1. The new railway would, if constructed, constitute a duplication of the facilities of the existing common carrier, i.e., of Q.N.S. & L.

2. The new railway will require an expenditure of from $85,000,000 to $90,000,000.

3. The Applicants have the power to construct and operate and are ready to construct and operate the new railway.

4. The existing facilities of Q.N.S. & L. from mile 224 to mile 8.3 are adequate to handle all contemplated traffic, including traffic from Carol Lake and Wabush Lake (with a reserve of railway capacity) and that the present capacity of the line of Q.N.S. & L. could, if necessary, be increased.

5. The Applicants have proposed to Q.N.S. & L. that the Applicants enter into an agreement with it by which Q.N.S. & L. would grant running rights to Wabush Railway and permit it joint use of that portion of the facilities of Q.N.S. & L. between mile 224 and mile 8.3.

6. The Applicants have not been able to enter into a running rights agreement with Q.N.S. & L. The Applicants asked the Board to find that it is in the public interest to avoid the construction of the new railway and they applied to the Board for an Order directing that Wabush Railway be granted the right and power to operate its trains over, and be permitted the joint and common use of, that portion of the right of way, tracks and other railway facilities of Q.N.S. & L. between mile 224 and mile 8.3.

The Board stated that it was common ground that Q.N.S. & L. have or can make sufficient capacity to carry its own traffic and the traffic of the Applicant. It can be required to carry the traffic at just and reasonable rates. The railway is there and in operation. It is a common carrier. The Board went on to say that in the light of the evidence it is neither necessary nor desirable that an Order be made directing that Wabush Railway be granted the right and power to operate its trains over, or be permitted the joint or common use of, the right of way, tracks or other facilities of Q.N.S. & L. The application was dismissed.

Application of the Canadian National Railways for Authority to Abandon its Lead Track to a Private Siding Serving Walker Brothers' Quarry, Thorold, Ontario. 52 J.O.R. & R. 31.

The lead track in question, from the C.N.R. main line to the siding serving the quarry, ran on land leased by the St. Lawrence Seaway Authority to the C.N.R. which in turn had a private siding agreement with Walker Brothers' Quarry. The Seaway terminated its lease with the C.N.R. and the C.N.R. terminated its private siding agreement.

The Board held that it had no power to compel the St. Lawrence Seaway Authority to grant a new lease to the C.N.R. nor to give to C.N.R. a right to possession of any part of the land under the control of the Seaway Authority.

The Board concluded that the discontinuance of service was forced upon the C.N.R. by the action of the Seaway Authority; that the Board did not have reason to interfere with the C.N.R.'s decision not to incur the heavy expenditure that would be entailed in continuing to serve Walker Brothers; and that leave to abandon operation of the lead track should be granted.

Application of the Bell Telephone Company of Canada for an Order Approving the Terms and Conditions of the Issue, Sale or Other Disposition of not more than 150,000 Shares of its Capital Stock.
52 J.O.R. & R. 231.

By Order No. 107535, dated the 27th day of March, A.D. 1962, appearing in File No. 36730.2, The Bell Telephone Company of Canada was authorized to issue 150,000 shares of its capital stock upon terms and conditions set out in said Order, one of which being that such shares be offered to the holders of shares of The Avalon Telephone Company of Newfoundland, on the basis of two shares of Bell for seven ordinary shares of the capital stock of The Avalon Telephone Company, Limited.

Application of Kenneth Mayner and Lakelse Exploration Company Limited to Work Mines on or Near the C.N.R. Right of Way between Terrace and Kitimat, in the Province of British Columbia, and for Compensation for Losses Suffered by the Applicants Due to the Construction of the said Branch Line.
52 J.O.R. & R. 1.

The Applicant, Kenneth Mayner, had recorded eight mining claims in the month of August 1953. The C.N.R. began locating its line in the summer of 1952, and the clearing between miles 10 and 12 had been completed by July 1953.

The Applicant and Lakelse Exploration Company Limited, a party to the application as alleged assignee of the mining claims, applied for an Order permitting the Applicants to resume their mining operations on these claims, and claimed compensation for:

(1) The continuing trespass committed against them by the C.N.R. Company;

(2) Conversion of ore laden rock wrongfully removed from the mining properties by the railway; and

(3) Damages arising out of the railways' refusal to permit the Applicants to enter the aforementioned mining properties for the purpose of selling same to various mining interests.

At the hearing the application was reduced to one claim for compensation for the value of minerals that allegedly could not be obtained by reason of the construction and operation of the branch line.

The Board found that the Applicant's mining claims were not, at the time the action arose, a mine; that he had not shown a right to compensation under the Railway Act, and dismissed the application.

In the Matter of Increased Commutation Fares Filed with the Board to Become Effective on January 1, 1963.

This application did not appear in J.O.R. & R. at the time the report was being prepared as the matter arose only in December.

Canadian Pacific Railway Company filed two tariffs, C.T.C. No. E.E. 2819 and C.T.C. No. W.W. 1454 which purported to increase commutation fares in and about the City of Montreal, to be effective January 1st, 1963.

By Order No. 109935, dated December 21, 1962, the Board suspended such tariffs until further Order and directed that notice will be given of the date and place of hearing to receive evidence in justification of the increased fares and in opposition thereto.

Application of the British Columbia Telephone Company for Approval of Extended Area Telephone Service in the Vancouver Area.
52 J.O.R. & R. 455.

The application was the submission for the Board's approval for an extended-area service plan providing for an extension of toll-free calling privileges in the Greater Vancouver area. Under the plan customers would receive the expanded exchange service at the rates of the Vancouver exchange plus certain specified surcharges. The Board held that this was essentially a matter within the discretion of the Company, as it constitutes a rearrangement of exchange boundaries. The power of the Board over such rearrangements is set out in subsection (6) of section 380 of the Railway Act. The Board found that the surcharges were part of the plan acceptable to the majority of the people in the area affected, and that there was nothing unreasonable or unjustly discriminatory in the proposed charges. The Board therefore approved the rate structure and authorized it to be established upon institution of the service by the filing of tariffs for specific approval not less than thirty days prior to the commencement of such service.

Application by the C.P.R. for Authority to Abondon Part of its Lorraine Subdivision, Between Harmon and Bulwark, in the Province of Alberta.
52 J.O.R. & R. 21.

The Board decided that in abandonment applications such as this, the measure of comparison between the interest of the Applicant as against the interest of the Respondents, is whether the burden of continued operation of the line of the railway company outweighs the loss and inconvenience to be suffered by the users of the line if the abandonment is authorized. The evidence, in the opinion of the Board, was overwhelming that there would be no economic justification for the continuance of the operation of the subdivision. Application granted.

A Joint Application by the Sydney and Louisburg Railway Company and the Cumberland Railway Company for an Order Recommending to the Governor in Council the Sanction of an Agreement Between the Two Railways Whereby Cumberland Agreed to Buy Sydney.
52 J.O.R. & R. 401

These companies, pursuant to an agreement between them, applied jointly to the Board under the provisions of section 153 of the Railway Act for an Order recommending to the Governor in Council the sanction of an agreement of purchase and sale whereby Cumberland would purchase Sydney. The Board held that the object of the agreement being the reduction of expense, it was in the best interests of both companies; Cumberland was financially able to purchase and to operate Sydney; neither the area served, nor the people employed would be adversely affected by such purchase; and that therefore the agreement appeared to be provident.

Order No. 108514 was thereupon issued recommending the said agreement to the Governor in Council for sanction.

Discontinuance by the Canadian Pacific Railway Company of Train 163 from Montreal to Mont Laurier, Trains 175 173–169–170 174–184 Between Montreal and Ste. Agathe and Trains 179–166 Between Montreal and Labelle.
52 J.O.R. & R. 445.

The Canadian Pacific Railway Company had substituted for the above trains the following reduced service: train 164 from Mont Laurier to Montreal

daily except Sunday and Monday, train 172 from Mont Laurier to Montreal, Sunday only, and train 167 from Montreal to Mont Laurier, daily except Sunday.

The residents of the area objected to the reduction of service especially the elimination of week-end trains between Montreal and Mont Laurier.

The Board requested the company to consider operating another train in addition to the reduced service, from Montreal to Mont Laurier on Sunday morning to return Monday morning. The company advised the Board that this additional train would increase its annual loss from five to twelve thousand dollars.

After hearing evidence from the railway and from the residents of the area, the Board, satisfied that the service operated at a deficit, and that the deficit would increase if the Sunday-Monday trains were added, as requested by the residents, did not require the company to reinstate the service.

The Detroit and Windsor Subway Company and the Detroit and Canada Tunnel Corporation Tariff C.T.C. No. 26—Tolls for Passengers, other than Drivers, in Vehicles Passing through the Detroit-Windsor Tunnel.
52 J.O.R. & R. 259.

Tariff C.T.C. 26 filed with the Board proposed changes in tolls in respect of vehicles other than buses operated by the Applicant Companies.

Upon application of the Cities of Detroit and Windsor, Tariff C.T.C. 26 was suspended by Order No. 106634, which also required the companies to show cause why the tariff should be permitted to become effective.

The matters at issue were whether the companies' financial position required additional revenue by increased tolls for the use of the tunnel, and if so, is the proposed tariff just and reasonable for that purpose?

The Board held, on considering all evidence adduced, that the companies had not justified the new tariff upon grounds of revenue need. The Board also stated as obiter, that even if the revenue need had been established, it was doubtful as to whether the proposed increase would be just and reasonable in relation to the general level of all tolls.

Order No. 107669 disallowed Tariff C.T.C. No. 26.

Application of B.C. Interior Sales Limited Et Al for Amendment to Currency Exchange Regulations Tariff to Provide for Payment of Discount on Freight Charges when such Charges are Payable in the United States of America.
52 J.O.R. & R. 347.

This application is that the said tariff fails to provide a reciprocal arrangement for payment of discount to Canadian shippers on freight charges payable in the United States when Canadian money is at a discount in the United States, whereas when the exchange situation was reversed such shippers were assessed a surcharge in like circumstances. A similar application was dealt with in 1935 and dismissed by the Board.

In the present case the Board held that its 1935 decision was sustained; that the lack of reciprocal arrangements in the tariff was not unjustly discriminatory; that it had been established the railways were entitled to specify where freight charges were to be collected; and that the tariff provided alternate methods of payment to the initial demands of the railways that total freight charges be paid in premium funds.

Order No. 108170 was issued dismissing the application.

Application of the Province of British Columbia for an Order Authorizing Encroachment on the Right of Way of the Canadian Pacific Railway Company for about One Mile in the Vicinity of Mileage 26.5 Cascade Subdivision.
52 J.O.R. & R. 387.

The application was made under section 259 of the Railway Act for leave to construct a highway along or across the railway from mileage 26.0 to mileage

26.5 Cascade Subdivision. The proposed work entailed a diversion of the railway and did not contemplate any crossing of the railway tracks. The railway company had not consented to the Order sought, and had not applied to the Board under section 181 for a diversion of its railway. The Board said that "it is clear that what is sought here through an Order of the Board is a forcible taking of railway property of the railway company for the purpose of highway improvement where no protection, safety and convenience of the public is involved in respect of the crossing by the highway of the track of the railway company".

The Board held that it had no power to authorize the encroachment applied for without the consent of the railway company, which consent was lacking.

With respect to the railway diversion, following the decision in Hamilton v. T.H. & B. Railway Company, 17 C.R.C. 353, the Board held that it had no jurisdiction to order a diversion of the railway unless such diversion is requested by the company under section 181, or unless it is to remove or diminish a danger or obstruction in respect of a crossing under sections 259 and 260. The application was dismissed.

The decision is being appealed to the Supreme Court of Canada.

Application of the Canadian Pacific Company to Abandon its Snowflake and Fallison Subdivisions in the Province of Manitoba.
52 J.O.R. & R. 37.

Snowflake Subdivision runs from the Town of Wood Bay, a distance of some thirty-two miles, to Windygates through the Town of Snowflake. The Fallison Subdivision is a stub line running some ten miles from Snowflake to Fallison.

The Board authorized abandonment of the Fallison Subdivision and that part of the Snowflake Subdivision from Snowflake to Windygates on the basis that the burden on the railway outweighed the loss and inconvenience to the public using that portion of the line. However, the Board held that the burden which continued operation of that part of the line between Wood Bay and Snowflake would impose upon the railway did not outweigh the loss and inconvenience that abandonment would impose upon the public to such a degree as to warrant authorization to abandon the whole line. Order No. 106916 authorized abandonment of the Fallison Subdivision and that portion of the Snowflake Subdivision from Snowflake to Windygates on or after the first day of August 1962, on not less than ninety days' notice.

Application of the Canadian Pacific Railway Company to Discontinue Passenger Trains 123 and 124 Between Edmundston and McAdam, New Brunswick, and to Reduce the Service of Trains 101 and 102 Between McAdam and Saint John.
52 J.O.R. & R. 55

In regard to trains 101 and 102, evidence indicated that the discontinuance of these trains would result in a financial improvement to the railway of $64,500, and that only minor inconvenience to the area served by these trains would be suffered. Application granted.

As to trains 123 and 124, the Board found that a financial improvement of approximately $100,000 would result if discontinuance of these trains was allowed.

However, taking into account the value and the need of the express service rendered by these trains, the Board felt that such service was important to the economic well-being of the area and that the alternative service proposed by the railway was not adequate to meet the needs of the community. The Board ruled that it is entitled to include the value and the need for express service in weighing public service and necessity against the cost of continued operation. Application to discontinue passenger trains 123 and 124 between Edmundston and McAdam, N.B. was dismissed.

ECONOMICS AND ACCOUNTING

1961 Waybill Analysis

The Board's Waybill Analysis of Carload All-Rail Traffic for 1961 was published in September, 1962. Copies are available from the Queen's Printer, Ottawa, at 50 cents per copy. Remittances should be made payable to the Receiver General of Canada.

The 1961 sample consisted of 20,134 carloads of which 2,586 originated in the Maritime Region, 9,589 in the Eastern Region, and 7,959 in the Western Region. The basis of the sample is the"continuous" method under which the railways forward selected photostated copies of line-haul carload waybills of local and inter-line Canadian shipments, terminating at their stations in Canada. A sample of approximately one per cent is secured by photostating waybills bearing serial number "1" and serial numbers ending in "01", except waybills involving less-than-carload, O.C.S., switching traffic and traffic originating at rail points outside of Canada or destined to rail points outside of Canada.

The published Waybill Analysis consists of six tables showing the number of carloads, revenue, weight, ton miles, car miles, average haul and average revenue per ton mile and per car mile classified by (a) type of rate according to region of origin and termination, and (b) commodity according to region of orgin and termination. The Maritime region consists of the Maritime provinces and that portion of Quebec lying east of Levis and Diamond, Quebec; the Eastern region extends westward to Port Arthur and Armstrong; and the Western region includes the balance of Canada, except Yukon.

A percentage distribution of traffic by type of rate is shown in Tables I and II, and average revenues per ton mile in Table III of Appendix "A" to this report for the years 1955 to 1961. The percentages of traffic in ton miles billed at Class and Commodity Non-Competitive rates declined to 30 per cent in 1961 vis-a-vis 31.3 per cent in 1960 and in terms of revenue dropped to 37 per cent from 38.7 per cent in 1960. The comparable figure for 1951 was 72 per cent, indicating an average decline in so-called "normal" traffic during a ten-year period of 3.5 per cent annually. Revenue billed at Competitive and Agreed Charge types of rates in 1951 comprised 12.2 per cent of the sample, increasing to 44.2 per cent in 1961, an average increase of 3.2 per cent annually.

Table III, Average revenues per ton mile, are based on sample revenues which have been adjusted where indicated by tariff to include reimbursements under the Freight Rates Reduction Act. Payments to the railways under Vote No. 590, 1961, the "$50 million subsidy", were reported under freight revenues by the railways but were not distributable to individual freight rates and were not included in the waybill analysis. Total average revenue per ton mile dropped to 1.51¢ in 1961 as compared with 1.65¢ in 1960. Excluding statutory rated traffic the average declined to 2.11¢ in 1961 as compared with 2.30¢ earned in 1960. Commodities in the manufactured goods group appear to have been the principal ones in which less revenues were earned per traffic unit in 1961 than in 1960.

Ten Years Waybill Analyses Comparison

From the 1951 and 1961 Waybill Analyses the following table has been developed to show the sample revenue by mileage blocks, and any changes over the decade. Block 1-100 includes all hauls of up to 100 miles; 101–200 includes hauls over 100 and up to 200 miles; and so on:

Trend in Freight Revenue by Mileage Blocks Waybill Analyses 1951–1961

Mile Block	1951 $(000)	Percent of Total	1961 $(000)	Percent of Total
1–100	476.5	8.2	395.2	7.3
101–200	547.2	9.4	489.4	9.0
201–500	1,257.9	21.6	1,151.1	21.2
501–1000	1,535.1	26.3	1,514.3	27.9
1001–1500	836.7	14.4	742.6	13.7
1501–2000	316.8	5.4	319.9	5.9
2001 and over	857.7	14.7	814.5	15.0
Total sample	5,827.9	100.0	5,427.0	100.0

The table of traffic by mileage blocks shows that in ten years there has been little change in the percentage of freight revenue earned in each mileage block. Cumulative percentages for up to and including 1,500 mile hauls were 79.9 per cent and 79.1 per cent respectively in 1951 and 1961, and revenues earned from hauls of over 1,500 miles were nearly the same in 1951 and 1961. It may be noted that traffic moving over 1,500 miles contributed only about one-fifth of railway freight revenue in both sample years.

Processing of the 1962 Waybill Analysis is partly completed. Publication is expected in September, 1963.

Freight Rates Reduction Act

The administration of this Act was outlined in reports of the Board for 1960 and 1961. Fifteen companies which were parties to the application resulting in an authorized general increase of 17% in freight rates effective December 1, 1958, were required to reduce the authorized increase in their class and commodity rates (other than competitive rates) to 10% effective August 1, 1959. Certified claims for the actual amount of reduction passed on to the shippers were submitted to the Board monthly. These were checked and on verification recommended for payment. The original Act provided for payments not to exceed $20 million during a period of one year; the reduction was initially estimated by the Board to approximate the authorized sum for the traffic indicated. The traffic and claims, however, fell below preliminary estimates and the reduction was increased to 8% in lieu of 10% effective May 6, 1960. There has been no further change in subsidy rate. By later amendments in August, 1960, and in June, 1961, the period of reduced rates was extended to April 30, 1962, and the aggregate of all authorized payments was increased to $55 million.

Total claims recommended for payment under the Act, for 33 completed months, have been as follows:

	Claims for the period August 1, 1959 to April 30, 1962
Canadian National Railways	$29,056,401.83
Canadian Pacific Railway	21,257,061.53
Other Companies	1,616,256.56
Total	$51,929,719.92

The period of reduced rates under the Act expired as of April 30, 1962, but the Companies voluntarily maintained the reduced rates pending extension of the Act. Bill C-91, which would extend the period of reduced rates to April 30, 1963, and raise the aggregate authorized expenditure from $55 million to $75 million, was before Parliament as at December 31, 1962.

Vote No. 590, $50 Million, Supplementary Estimates 1961–62

"Interim payments, related to recommendations of the Royal Commission on Railway Problems pending its complete report, to Companies as defined in the Freight Rates Reduction Act" were provided for by Appropriation Acts Numbers 4-61 and 5-61. The aggregate amount voted in respect of the calendar year 1961 was $50,000,000. The method of allocation and times of payment were set out by the Board in Orders No. 105142, No. 104898, and No. 106989. Preliminary payments in 1961 were based on 1960 experience under the Freight Rates Reduction Act; the final distribution was based on payments under the Act for 1961. After allocation to other companies, the balance was divided 60 per cent to Canadian National Railways and 40 per cent to Canadian Pacific Railway. Final payments were made in April, 1962, the totals being:

Canadian National Railways	$29,015,610
Canadian Pacific Railway	19,343,740
Other Companies	1,640,650
Total	$50,000,000

Vote No. 213a, $50 Million, Supplementary Estimates(A) 1962–63

The purpose of this vote was the same as the aforenoted Vote No. 590.

Eleven-twelfths of $50 million was authorized for payment by Appropriation Act No. 7, 1962, assented to on November 29, 1962. Initial payments were made in December, 1962, and were as follows:

Canadian National Railways	$26,565,000
Canadian Pacific Railway	17,710,000
Other Companies	1,291,124
Total	$45,566,124

Uniform Accounting

Scheduled examinations of company accounts by the Board's Examiners were continued during 1962 in the Regional and Area offices of the Canadian National Railways at Moncton, Montreal, Toronto and Winnipeg; and in Area offices located at Campbellton, Quebec, Belleville, London and Capreol. The records of Telecommunications at Toronto and shop accounting at Point St. Charles were also examined.

Examinations were conducted in the Regional offices of the Canadian Pacific Railway at Montreal, Toronto, Winnipeg and Vancouver; and in District offices of the Communications Department, and the Railway Shops at Angus and Ogden.

Test checks were completed in the Head Offices of Canadian National and Canadian Pacific in respect of the accounting for rail freight and passenger revenues; consolidation of regional reports; Head Office disbursements; and investment in rail property.

The 1961 Railway Transport Annual Reports received from the Class I Common Carriers by Railway and thirty-four other than Class I carriers were reviewed. Discrepancies were noted and adjusted through subsequent correspondence. Schedules of current depreciation rates, submitted by the carriers for approval, were reviewed by members of the accounting staff of the Branch.

Proposed amendments to the Uniform Classification of Accounts, as contained in Accounting Circular No. 7, issued December 5, 1961, were incorporated into the text of the Classification and made effective January 1, 1962.

Operating Results--Companies Under Jurisdiction of the Board

Tables IV to VIII in Appendix "A" show operating results since 1956 for companies under the Board's jurisdiction. Annual Reports for 1962 have not yet been filed; but for railway and telephone companies which report monthly, a cumulation of ten months' data for 1962 has been compared with ten months for 1961.

(a) Railway Companies

Class I Railways—Table IV consists of combined rail operations for the Canadian National and Canadian Pacific Railways. Rail revenues for the year 1961 included $47 million of Vote 590, "interim payments relating to recommendations of the Royal Commission on Railway Problems", following publication of the Commission's report in March, 1961. Comparing revenue and expense data for 1961 with 1960, rail revenues increased 2.5 per cent and operating expenses advanced 2.2 per cent. Operating income after taxes increased by nearly $1 million. Revenue freight ton miles increased 2.7 per cent but passenger miles dropped 13 per cent, continuing the long noted decline in rail passenger transport.

Ten months Class I Railways rail revenues for 1961 included $40.1 million of "interim payments" authorized during 1961. "Interim payments" for 1962, which were authorized in December, were not included in ten months (January to October) rail revenues reported for 1962. Also reimbursements which would follow extension of the Freight Rates Reduction Act and would amount to $8.5 million for Class I railways for the period May to October remained unpaid at the close of 1962 and were not included in revenues. Because of these factors, the unadjusted rail revenues for ten months of 1962 showed a decline of 3.7 per cent from those for the same period of 1961 and operating income at the end of October, 1962, dropped to a deficit of $2.5 million. Operating expenses were down 0.4 per cent. Revenue freight ton miles ten months, 1962, were less by 0.8 per cent as compared to the same months for 1961. Passenger miles improved slightly over 1961 traffic.

Class II Railways—During 1961 total rail operating revenues of Class II Railways declined thirteen per cent as compared to those earned during 1960. Expenses dropped by 9.2 per cent, resulting in lessened net income of $8 million vis-a-vis $16.5 million in 1960. Revenue ton miles dropped in the same ratio as the revenues, thirteen per cent.

Payments under the "$50 million" subsidy and the Freight Rates Reduction Act affected the revenue reports of smaller railways for 1961 and 1962 as in the case of Class I Railways but in much smaller proportion.

Due chiefly to increased operations of the Quebec North Shore and Labrador Railway during ten months of 1962 over those of 1961, operating revenues of Class II Railways advanced nine per cent in the 1962 period. Operating expenses increased seven per cent and net income improved by $2.7 million. Revenue ton miles increased fourteen per cent.

(b) Telephone Companies

Operations of the three telephone companies included in Table VI resulted in increased revenues of eight per cent in 1961 over those of 1960. Total operating expenses increased by seven per cent, and retained earnings increased by ten per cent.

Ten months' trend in 1962 over 1961 shows continued expansion. Operating revenues increased nine per cent, expenses were up eight per cent and there was a five per cent increase in the number of telephones operated. Retained earnings

increased by $5 million. During the same period, total capital invested increased by $185 million, and return on invested capital increased from 4.93 per cent for 10 months of 1961 to 4.99 per cent for 10 months of 1962.

(c) Mackenzie Waterways Companies

With increased highway facilities and commercial aircraft activities, freight carried on the Mackenzie River System continues to show annual declines. Where there were four large companies in operation during 1956–57, there are two large and one small carrier in 1961. As shown in Table VII, operating revenues dropped nearly $500,000 from 1960 and freight carried declined 17,000 tons.

(d) International Bridge and Tunnel Companies

The report for 1961 included twelve companies, two of which were in operation during only part of 1960. Table VIII shows that total operating revenues increased by three per cent while expenses increased nearly six per cent over 1960. A small increase of two per cent was reported in the total number of vehicles crossing the international border via bridges and tunnels.

ENGINEERING

The Engineering Branch is concerned with those sections of the Railway Act and Board's regulations pertaining to the construction and maintenance of railways, including track, buildings, bridges, signals, sidings, junctions, fencing, drainage, and crossings, and the safety and convenience of the public at highway-railway crossings.

The duties of the Engineering Branch include the studies of these problems, discussion and negotiation with the road and railway authorities in order to provide maximum protection; and then advise the Board in its adjudgment of these projects. More than 14,000 pieces of correspondence emanated from this Branch in attempting to bring interested parties into agreement within the limits of good engineering standards and economics, and in conformity with the Railway Act and Board's General Orders.

During the past year, the Board's Engineers travelled in excess of 335,000 miles and made 2,481 inspections and examinations. Based upon the reports of the Engineers, recommendations were made to the Board which resulted in the issuance of 1,838 Orders authorizing 2,547 projects.

Railway Grade Crossing Fund

The administration of the Railway Grade Crossing Fund falls within the sphere of this Branch's activities. This Fund was established in 1909, and funds have been made available since that time for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways within the terms and conditions provided in the Railway Act.

Amount of Statutory and other votes to the credit of the Grade Crossing Fund for the protection at highway crossings as at December 31st, 1962:

1909 to December 31st, 1962 to credit of fund.....		$107,991,252.42
Amount paid.....	$ 62,889,277.57	
Outstanding Commitments.....	41,882,477.14	$104,771,754.71
Balance Available.....		$ 3,219,497.71

Of the above total commitments of $104,771,754.71 from 1909 to December 31st, 1962, approximately 76 percent of this was committed in the last five years, as follows:

Committed in 1958	$ 11,231,310.72
Committed in 1959	17,395,617.55
Committed in 1960	16,834,683.96
Committed in 1961	17,262,222.16
Committed in 1962	16,581,766.34
Total	$ 79,305,600.73

At present Parliament, through the Railway Act, provides annually a sum of $5,000,000 to the Railway Grade Crossing Fund to aid actual construction work for the protection, safety and convenience of the public in respect of crossings. In the fiscal years 1958–59, 1959–60, and 1960–61, an additional $10,000,000 was voted to the Fund each year. In 1961–62, $5,000,000 cash credit and $5,000,000 commitment credit was made available; in 1962–63, $833,000.00 was credited to the Fund and the commitment authority was increased to $14,167,000.00 in addition to the statutory $5,000,000.

Section 265 of the Railway Act was amended on September 6th, 1958, and provided, for a period of three years from January 31st, 1958, that 80 percent of the cost of construction of protective works at a crossing may be paid from the Railway Grade Crossing Fund, not exceeding the sum of $500,000 for any one project and provided that 50 percent of the cost of reconstruction and improvement of an existing grade separation may be paid, not exceeding the sum of $250,000 for any one project. No grant may be made from the Railway Grade Crossing Fund for work done at a crossing, unless the crossing has been in existence for at least three years.

This amendment to the Railway Act also provided that payment may be made towards the cost of relocating the plants of Public Utilities to permit construction or reconstruction of grade separation, and also provided that payment be made towards the cost of placing reflectorized material on railway crossing signs and placing reflective markings on the sides of railway cars.

A further amendment to the Railway Act, dated July 7th, 1960, extended the period of time mentioned above to six years from January 31st, 1958.

The Board may authorize a contribution from the Railway Grade Crossing Fund of 80 percent of the cost of installing automatic protection or improving conditions at a crossing, such as improvement of vision and grade. Generally, the Railway company is assessed 7½ percent of the cost of such works and the highway authority 12½ percent. No contribution may be made from the Railway Grade Crossing Fund towards the cost of operation and maintenance of automatic protection; these costs of operation and maintenance are generally shared equally between the Railway Company and the highway authority.

The Board may authorize a contribution from the Railway Grade Crossing Fund of 80 percent of the cost of construction of a highway diversion or of a new grade separation which will eliminate a level crossing, not to exceed a maximum of $500,000. In accordance with the Board's General Order No. 848, if the total cost of the project does not exceed $625,000, the Railway Company generally pays 5 percent of the cost of the project and the highway authority pays 15 percent. The Board may also authorize a contribution from the Fund of 80 percent of the cost of removal or relocation of the plant of a Public Utility which the Board may consider necessary to permit the construction of the grade separation or highway diversion.

The Board may authorize a contribution from the Railway Grade Crossing Fund of 50 percent of the cost of reconstruction and improvement of an existing grade separation, not to exceed a maximum of $250,000; the balance of the cost of such reconstruction and improvement is borne by the Railway Company and the highway authority. The Board may also authorize a contribution from the Fund to the extent of 50 percent of the cost of removal or relocation of the plant of the Public Utilities which the Board may consider necessary to permit the reconstruction and improvement of an existing grade separation.

During the past ten years, motor vehicle registrations have increased at the rate of 250,000 new registrations annually. The following table illustrates, during the same ten-year period, accidents which resulted in death or injury at highway-railway crossings in Canada, as compared with the total number of accidents which resulted in death or injury on highways in Canada, a steady decline from 1.05% in 1952 to .55% in 1962, has occurred, and during the past five years, the actual number of accidents at crossings has decreased almost steadily from 516 in 1958 to 428 in 1962.

Year	No. of Accidents Which Resulted in Death or Injury at Highway-Railway Crossings in Canada	Percentage to Total Accidents	Total No. of Accidents Resulting in Death or Injury on Highways in Canada
1952	463	1.05	44,156
1958	516	0.90	57,249
1959	546	0.91	59,965
1960	473	0.74	63,798
1961	444	.63	70,543
1962	428	.55	77,000 approx.

Coincidental with the continual yearly decrease in rate and number of accidents at crossings, the number of works of improvement of safety and protection at crossings has been increased with the aid of the additional financial assistance from the Railway Grade Crossing Fund.

Grade Separations, Protections and Other Works at Highway Crossings

Statement No. 10 of Appendix "B" shows that the Board approved the construction of 77 new grade separations for the year and contributions from the Fund were authorized for the construction of 29 due to the elimination of existing level crossings. One grade separation was authorized for which the Board reserved for further consideration a contribution from the Fund.

Authorization was given for the reconstruction and improvement of 20 inadequate grade separations and contributions were made from the Fund towards 16. A contribution from the Fund was reserved for one grade separation.

It was necessary to relocate 85 public utilities' facilities at various locations in order to construct grade separations. The Board made contributions to all except 5; these were reserved for further consideration of the Board. The Board also authorized four railway-highway diversions which eliminated a grade crossing and were, therefore, eligible for contribution from the Fund.

Statement No. 11 of Appendix "B" shows that 266 new installations of automatic protection at highway crossings were authorized this year. Contributions were made from the Fund to 239 of these installations. The Board also authorized the improvement of 110 existing automatic protections, 32 of which were improved by the addition of short arm gates. Contributions were made to 102 improvements.

Contributions were also authorized from the Fund for the installation of reflectorized crossing signs at 2,302 crossings and at a further 338 crossings the Board contributed to the labour cost of relocating reflectorized signs where automatic protection were installed to give a more positive protection.

Improvements to the vision and approaches at 58 crossings were authorized and contributions were made from the Fund.

In keeping with the improved standards of highways, the Board issued Orders authorizing the improvement and widening of 134 existing highway-railway crossings.

Statement No. 12 of Appendix "B" shows the Board's approval to close 227 highway crossings this year as compared with the approval to open 261 new crossings.

Construction and Operation of New Railway Lines and New Terminal Facilities

The Canadian National Railways have continued the construction of a line of railway approximately 60 miles in length, commencing at mileage 72 of the Kiask Falls Subdivision and proceeding northerly to serve the Mattagami Mining Area of Northwestern Quebec; the work of construction of this line began in 1961 and it is anticipated that construction will be completed and ready for operation by the end of 1963.

The Canadian National Railways have commenced construction of the Great Slave Lake Railway, three hundred and seventy-seven miles in length, commencing at a point on the Northern Alberta Railways Company between Roma and Grimshaw in Northern Alberta and ending at Hay River on the Great Slave Lake in the Northwest Territories. A branch line of the railway will also be constructed approximately fifty-three miles in length, running easterly to the Pine Point Mines in the Northwest Territories.

The programme of the Canadian National Railways and the Canadian Pacific Railway Company to enlarge their present yard facilities and to construct new yard facilities at their important terminals to facilitate more efficient operation of these terminals has been continued during the past year, including the multi-million dollar Symington Hump Yard of the Canadian National Railways south of Winnipeg which is practically completed. This programme also includes the continuation of construction of the new Toronto Terminals Project of the Canadian National Railways north of Toronto and the continuation of construction of the multi-million dollar hump yard of the Canadian Pacific Railway Company in the vicinity of Agincourt, in the Township of Scarborough.

The Canadian National Railways have completed the construction of an extension of their Sangudo Subdivision north and west of Whitecourt in the Province of Alberta, and the Canadian Pacific Railway Company has completed the construction of an extension of its Manitouwadge Subdivision in Northern Ontario.

The Canadian Pacific Railway Company has completed the construction of and placed in operation its Bredenbury Southerly Branch, 15.83 miles in length, south of Bredenbury in the Province of Saskatchewan. The Canadian Pacific Railway Company has been authorized to construct a branch line 5.42 miles in length commencing at mileage 25.95 Burstall Subdivision in South Eastern Alberta.

The Quebec North Shore and Labrador Railway was authorized to extend its railway in the dock area of Seven Islands in the Province of Quebec.

The location of the Wabush Lake Railway Company from mileage 0 in the vicinity of the Wabush Lake in Newfoundland to mileage 20.5 in the Newfoundland-Quebec boundary was approved. The Board authorized the Wabush Lake Railway Company to join its railway at mileage 1.8 with the tracks of the Wabush Mines and authorized the Wabush Lake Railway Company to open

for the carriage of traffic that portion of its Railway between mileage 0 and mileage 1.0 and to operate over 36.1 miles of railway on the right-of-way of the Northern Lands Company in Newfoundland.

The location of the Arnaud Railway Company from mileage 0 in the vicinity of Pointe Noire on the North Shore of the St. Lawrence River in the Province of Quebec to mileage 255.13 on the Quebec-Newfoundland boundary was approved. The Board authorized the Arnaud Railway Company to join its railway at mileage 0 with the tracks of the Wabush Mines in the vicinity of Pointe Noire. Construction has commenced on that portion of the Arnaud Railway 22.6 miles in length between Pointe Noire and the junction with the Quebec North Shore and Labrador Railway.

During the year 1962, the Board approved the construction of 42 sidings or spur tracks to serve industries and authorized the various railways to operate on 35 sidings or spur tracks to serve industries.

Installation and Changes to Interlocking Plants & Signals

The Board approved the installation and changes to installations of 15 interlocking plants on various railways in Canada. Approval was also granted to operate through 11 interlocking plants completed during the year.

The Canadian National Railways and the Canadian Pacific Railway Company are proceeding with the modernization of their signal systems, by the installation of Centralized Traffic Control Signalling. The Board issued 33 Orders approving installations of C.T.C. signals on the Armagh, Glendyne, Touchwood and Unity Subdivisions of the C.N.R. and Broadview, Cartier, and Indian Head Subdivisions on the C.P.R.

The Board approved the alterations to the signals on the Wacona and Meniheck Subdivisions of the Quebec North Shore and Labrador Railway, a total distance of 340 miles.

General

The Engineering Branch has investigated numerous other applications which includes applications pertaining to construction and reconstruction of railway bridges and other structures as well as applications pertaining to various types of crossings of railways, and other miscellaneous works.

Particularly close and intensive examination was made where any derailments occurred to ascertain their cause and to ensure that proper precautions had been taken and that trackage was being properly maintained.

Joint investigations of applications to abandon branch lines have been carried out with the Operating Branch of the Board and twenty of these applications were approved by the Board in 1962. In spite of the increase in recent years of abandonment of branch lines of railways, which have been uneconomical to continue to operate, the construction of new trackage has offset any appreciable reduction in the total mileage of track. The total mileage of all trackage in Canada, including main line and branch line tracks, industrial and spur tracks and sidings has decreased by only 315 miles during the five year period between 1957 and 1961.

The increase in population and increased concentration of population in urban areas across Canada has created many problems affecting not only the railways but also private industry and public works in the vicinity of the railways. This has resulted in a considerable increase in the number of applications of an engineering nature dealt with by the Board. Improved standards of highway and road construction has necessitated improvement being made to highway-railway crossings. In keeping with these improved standards, the Engineering Branch is continuing to review the Board's regulations and specifications governing the construction and improvement to crossings. An amending General Order has issued based on present-day standards.

The Engineering Branch is continuing the programme of providing automatic protection at all Provincial highway-railway crossings and to reflectorize crossing signs at crossings not otherwise protected.

The number of applications investigated by the Engineering Branch and approved by the Board in 1962 is more than 3 times the number approved in 1951.

Statistical information with respect to the various engineering projects approved by the Board during the year 1962 appears in Appendix "B".

OPERATING

The Operating Department is divided into four separate sections, i.e., Operating, Mechanical, Dangerous Commodities and Fire Prevention.

The following is a report of each of the four sections:

Part I—Operating Section

Accident Investigations:

A total of 2,470 accidents were investigated during the year 1962, including 428 accidents occurring at highway crossings. Following inspection of these crossings additional protection, improvements in sight lines and additional warning signs were recommended in many instances.

Motor vehicle registrations for the year 1961 numbered 5,517,023. This was an increase of 260,682 over the year 1960.

The number of casualty accidents occurring at highway crossings showed a decrease of 16 during the past year.

For detailed statistical data see Appendix "C", Statements 1–8 inclusive.

Conferences:

Conferences were held during the year in connection with operating matters arising from investigations conducted by the department.

These conferences were attended by representatives of the various railways subject to the Board's jurisdiction and representatives of the Legislative Committee of the Railway Transportation Brotherhoods. In this manner problems which required some consideration on individual railways were in most instances promptly resolved to the satisfaction of all concerned.

Operating Rules:

A code of operating rules submitted by the British Columbia Hydro and Power Authority (Railway Division), was submitted to the Board for approval. Officers of the Department have completed a preliminary review of these rules. This review has disclosed the need for further investigation. This work is progressing.

Station Services:

During the year there were 205 applications filed by the railways for removal of agents, replacement of agents with caretakers, and removal of caretakers.

Where opposition developed in these cases, as invariably it did, opportunity was afforded interested parties to present their views. For this purpose the applications were reviewed on the ground by an officer of the department, at which time consultations were had with local and municipal officers and other interested parties. Reports and recommendations were then submitted to the Board for its consideration.

Train Services:

Sixteen applications for permission to abandon passenger service were received from railways under the Board's jurisdiction. In most of these cases these applications were reviewed on the ground and report and recommendation submitted to the Board.

Branch Line Abandonments:

Thirty-seven applications for permission to abandon railway branch lines were filed during 1962 by the railways. Each of these applications involved a joint investigation on the ground with officers of the Board's Engineering Department, following which joint reports and recommendations were submitted to the Board.

Part 2—Mechanical Section

Throughout 1962 the Mechanical Section engaged in all matters having to do with the safe and suitable condition of locomotives, heating and power boilers, passenger cars, freight cars, and other types of rolling stock. This railway equipment was inspected by the Board's Mechanical Inspectors to bring about the correction of hazardous or potentially hazardous conditions to ensure the safety of the travelling public and railway employees.

In carrying out the work referred to above, the Board's Locomotive Inspectors inspected 8,220 locomotive units which includes 436 en route inspections; the Inspectors made en route inspections of units for some 34,481 miles, and reported on 3,133 heating and power boilers used in train heating, stationary and work equipment service.

The Car Equipment Inspectors reported on 7,518 units of passenger equipment, and 98,768 freight cars. Also, 2,069 passenger cars and 36,187 freight cars were inspected for improper piston travel, and 20,904 freight cars were inspected for tare weight. Frequent observations were made of train air brake testing procedures in effect at the larger terminals and yards throughout Canada.

Details of the District Inspectors' findings are included in Appendix "C", Statements 9 to 12 inclusive.

Investigation of accidents and inspections brought about corrections to hazardous conditions on both new and existing railway equipment.

General Order 882, amending General Order 102 (Safety Appliance Order), was issued in 1962 to cover the safety appliance requiements on tank cars now being built without underframes.

In compliance with the requirements of General Order 851—Regulations for Inspection and Maintenance of Motive Power other than Steam—and General Order 862—Rules and Instructions for Inspecting, Testing and Maintenance of Heating and Power Boilers, the Railways submitted 152 specifications and 136 alteration reports for locomotive units, and 368 specifications and 96 alteration reports for heating and power boilers. These reports were analyzed and corrective measures taken when discrepancies or non-compliance with the Board's requirements were found.

Part 3—Dangerous Commodities Section

Regulations for the Transportation of Dangerous Commodities by Rail:

A new book of the Board's Regulations for the Transportation of Dangerous Commodities by Rail was issued on November 30, 1962 for the purpose of consolidating amendments made to the previous book of regulations issued on December 1, 1958. It was also considered desirable, in order to facilitate future amendment of the regulations, to print them on loose leaf pages with printing on one side of the page only.

No deaths, serious injuries or outstanding property losses due to the rail transportation of dangerous commodities were reported in 1962, although one incident at Cornwall, Ontario, involving the rupture of a tank car containing Chlorine might have produced disastrous results but for fortunate chance circumstances. The aforementioned incident was still under investigation at the time this report was being prepared.

A Committee consisting of representatives of Atomic Energy of Canada Limited and of the various transportation and health authorities of the Federal Government was formed in February 1962 to study recommendations made by the International Atomic Energy Agency in its pamphlets No. 6 and 7 in connection with the safe transportation of radioactive materials. The Committee was also assigned the duty of preparing suitable regulations from the aforementioned recommendations for the use of federal and provincial transportation authorities. This work, which is still in progress, will probably be concluded sometime early in 1963.

A representative of the Board attended a two day Symposium in Germantown, Maryland in December on the development of uniform international regulations for the transportation of radioactive materials.

The Technical Committee on Dangerous Goods consisting of representatives of departments of the Federal Government concerned with the transportation of hazardous substances met several times during the year.

Contacts with industrial associations, such as the Compressed Gas Association, The Chlorine Institute, The Packaging Association of Canada and the Bureau of Explosives were continued in 1962 by attending various conferences and meetings of these organizations.

A paper entitled "Living Dangerously" and pertaining to the transportation of dangerous commodities by rail was read to a meeting of the Ottawa Chapter of the Society of Fire Protection Engineers, to a meeting of the Western Ontario Municipal Fire Prevention Officers in St. Thomas, and to a meeting of the Temiskaming Fire Chiefs and Fire-fighters Association in Timmins.

Special Permits:

47 Special Permits were issued during 1962 authorizing the rail transportation of dangerous Commodities in experimental containers or approving special conditions of handling, packaging, etc. not covered by the regulations.

Bulk Storage Facilities:

The following table contains information relative to the number of flammable liquid, liquefied petroleum gas, Anhydrous Ammonia and Chlorine bulk storage installations approved and inspected by the Board over the past five years.

STATIONARY BULK STORAGE FACILITIES FOR FLAMMABLE LIQUIDS, LIQUEFIED PETROLEUM GASES AND ANHYDROUS AMMONIA

Year	*Type of Installation	**New Installations	Additional Facilities	Total Applications	Imperial Gallons	Installations Inspected
1962	F.L.	41	151	192	23,472,458	580
	L.P.G.	6	.....	6	102,070	13
	NH_3	.....	.....	.....	.....	.....
	Cl_2	1	.....	1	.....	1
1961	F.L.	110	199	309	14,975,924	522
	L.P.G.	12	3	15	117,264	12
	NH_3	1	.....	1	9,960	.....
1960	F.L.	115	243	358	24,618,752	411
	L.P.G.	13	3	16	47,440	9
	NH_3	.....	1	1	8,800	1
1959	F.L.	171	251	422	36,400,815	501
	L.P.G.	20	13	33	303,600	5
	NH_3	.....	.....	.....	.....	1
1958	F.L.	117	178	295	30,241,973	1,239
	L.P.G.	14	5	19	578,884	47
	NH_3	1	.....	1	7,985	.....

Note: *F.L.—Flammable Liquid
L.P.G.—Liquefied Petroleum Gas
NH_3—Anhydrous Ammonia
Cl_2—Chlorine
**Permanent Installations only.

An extensive revision of General Order No. 823, which prescribes regulations pertaining to the bulk storage of flammable liquids, is nearing completion. The proposed new Order, which was discussed with representatives of industry at a meeting held in Ottawa on December 4th and 5th, is expected to issue early in 1963.

An explosion and fire, believed to have been caused by an office space heater when it ignited gasoline fumes from an unknown source, completely destroyed a flammable liquid bulk storage plant at Campbellton, New Brunswick. The plant operator suffered serious burns.

A liquefied petroleum gas bulk storage installation in Montreal was extensively damaged by an explosion which originated in a cylinder filling building. One man was killed. Evidence as to the probable cause of this accident was destroyed by the explosion.

An explosion completely destroyed a liquefied petroleum gas bulk storage installation at Maple, Ontario, as well as a number of dwellings in the surrounding area. One man was killed. Because this installation was located on private property, it was not subject to the Board's jurisdiction. However, since the installation was served by rail and a tank car filled with propane was destroyed, a representative of the Board attended the inquest which was held subsequent to the accident. Propane leaking from an unknown source is believed to have been ignited by an open flame heater located in a nearby office building.

Part 4—Fire Prevention Section

Statistics:

Detailed statistics are shown in Statement No. 13 from which it will be noted that a total of 167 fires occurred during the 1962 fire season chargeable to railway operations on the 15,536.6 miles of railway right-of-way classified as forested territory. These fires burned over an area of approximately 2,024 acres. One fire burned more than 50% of the total area damaged and is said to have caused over 75% of the estimated damage.

In addition to the above, 33 fires occurred on the railway right-of-way which are charged to known causes other than railway operation and 24 fires to unknown causes. These fires burned an additional 321 acres.

Railway Fire Patrols:

Fire patrol requirements under the terms of paragraph 29 of General Order No. 548 were forwarded to all railways concerned.

Statistics showing forested mileage along the railways upon which protection is prescribed are as follows:

Special Section Patrols or mileage on which these may be requested.	4,920.1
Special Power Speeder Patrols	2,144.7
Mileage in forested territory on which no special patrol required—detection, reporting and extinguishing of fires being part of the regular duties of section forces and other employees	8,471.8
Total	15,536.6

FIREGUARDS

Railway	Mileage both sides of Track to be accounted for exclusive of approved exemptions.	Fireguard mileage constructed or maintained during year.	Approximate Percentage Completed.
Canadian National	2750.9	685.0	24.9
Canadian Pacific	2728.3	765.2	28.0
Northern Alberta	21.7	19.1	88.0
	5500.9	1469.3	26.7

TRAFFIC

The Traffic Branch administers the Board's regulations, deals with and advises the Board on all matters concerning traffic, tolls and tariffs in respect of:

Freight (rail and water)
Passenger (rail and water)
Express
Agreed Charges
International Bridges and Tunnels
Radio Messages (radio regulations)
Telegraph
Telephone
Maritime Freight Rates Act
Freight Rages Reduction Act
Trackage Maintenance Subsidy
Licensing of ships
Free and reduced rate transportation

Tariffs of Tolls:

The various statutes administered by the Board require that tariffs of tolls be filed with the Board. These publications contain the rates, fares, charges and regulations for the services offered by the transportation, communication and bridge companies under the Board's jurisdiction. For this purpose, regulations governing the construction, filing and posting of these various tariffs have been formulated by the Traffic Branch. Since the inception of the Board, approximately 3,000,000 tariffs have been received, recorded and placed in the custody of the Branch, which tariffs range in size from a single sheet to over 1300 pages. The Traffic Branch is the custodian of the only complete tariff record in Canada.

During the year, the following tariffs containing many thousands of rates, fares, charges and regulations of transportation, communication and bridge companies were filed with the Branch:

RAILWAYS			
Freight			
Local	2,829		
Joint	11,525		
International	18,119		
Agreed Charges	1,248		
Total		33,721	
Passenger			
Local	287		
Joint	341		
International	1,148		
Total		1,776	
EXPRESS COMPANIES			
Local	348		
Joint	153		
International	269		
Total		770	
Total Railway and Express Companies			36,267
WATER CARRIERS			
Freight	396		
Passenger	7		
Total Water Carriers			403
COMMUNICATIONS COMPANIES			
Telephone	1,302		
Telegraph	222		
Total Communications Companies			1,524
INTERNATIONAL BRIDGES			5
Total all companies			38,199

Of these tariffs, 147 were rejected by the Branch for failure to conform with the tariff regulations. Ancillary tariff documents totalling 113 were also filed, viz., 60 powers of attorney, 6 tariff by-laws, and 47 concurrences and revocations. Applications for authority to depart from the provisions of the tariff regulations totalled 171, of which 5 were denied. Sixteen tariffs were suspended pending final determination of the matters involved. Two previous suspension orders were rescinded.

Authority was granted in certain cases to establish rates dependent upon declared or released valuations; and exemptions from the assessment of demurrage charges on private tank cars containing liquid chlorine, while standing on the private sidings of consignees, were also authorized.

Two supplements to the Canadian Freight Classification and one supplement to the Express Classification for Canada were submitted, reviewed and approved.

The Canadian National Railways adopted centralized passenger tariff publication and the Branch set up the tariff procedure necessary for the new system. This Company also introduced a new pricing experiment in its passenger fare structure by the publication of so-called "red, white and blue fares" between stations in the Province of Quebec (Montreal and east), New Brunswick, Nova Scotia and Prince Edward Island. A proposal by the Railway Association of Canada for the institution of a passenger baggage checking charge was withdrawn.

Agreed Charges:

Agreed charge agreements may be termed broadly as competitive rates with a guarantee of a fixed percentage of the shipper's traffic. The shipper agrees to forward a guaranteed percentage of traffic via the railway in exchange for a satisfactory rate. These agreements are contracts between the shipper and the railway. There were in effect at the end of the year, 1290 separate agreed charge agreements involving some 2011 different shippers.

The following shows the number of new agreed charge agreements, and amendments to agreements filed during the past 5 years:

	1958	1959	1960	1961	1962
New agreements	204	320	248	254	210
Amendments to agreements	544	684	779	1,010	1,038
Total	748	1,004	1,027	1,264	1,248

Communications Companies:

Under the provisions of Section 380 of the Railway Act, telegraph and telephone tolls, and traffic agreements covering the regulation and interchange of telephone or telegraph message traffic or service, are subject to the approval of the Board.

A total of 1,524 telegraph and telephone tariff amendments were reviewed during 1962, compared with 1,599 during 1961. During 1962, 202 Orders of the Board were issued approving traffic agreements and amendments thereto, compared with 211 such Orders issued during 1961.

The Branch also reviews the semi-annual reports required to be submitted to the Board by telephone companies, in accordance with the provisions of its Circulars Nos. 267 and 284. Such reports are submitted in respect of each exchange in which the total telephone count for rategrouping purposes has increased or decreased by more than 5% above or below the limits of its currently assigned rate group during the six-month period covered by the reports. Forty-eight exchanges were reported during 1962, of which 34 were regrouped by Board Order, compared with 59 exchanges reported during 1961, of which 45 were regrouped by Board Order.

Maritime Freight Rates Act:

Under this Act the Canadian National Railways, for its lines situated within the four Maritime Provinces and in the Province of Quebec (Levis, Diamond, and east thereof), is required to institute and maintain reduced freight rates applying within that territory and also from such territory to points in Canada west thereof. The Board is required to approve such reduced rates.

Other railways within the same territory, are permitted to meet these statutory rates and receive payment for the difference between such reduced rates and the normal tolls which would otherwise apply, upon certification of this Board to the Minister of Transport.

Freight traffic moving locally between points within the territory is accorded a reduction of 20%, and freight traffic moving from such territory to other destinations in Canada is accorded a reduction of 30% for that portion of the haul within the said territory.

Agreed Charges applicable within and from the said territory are accorded the same treatment as freight rates generally. Freight rates frequently change and where general freight rate adjustments occur, such as general increases or reductions under other subsidy acts, such changes involve many thousands of calculations.

For the twelve months ending June 30, 1962 the Branch authorized reimbursement to the railways of $2,089,496.26. This necessitated the issuance of 227 Board's Orders containing over 44,000 normal freight rates calculated for reimbursement purposes.

Officers of the Branch cooperated with railway officials in resolving their accounting difficulties brought about by the introduction of mechanical accounting. Proposals for revisions in certain rates on coal subject to the said Act were the subject of discussions with officers of the Branch. The Branch explored the feasibility of adopting statistical sampling for reimbursement purposes but found that, due to the many variables involved, it was unable to recommend to the Board any change from the present method of calculation of claims.

Trackage Maintenance Subsidy (Bridge Subsidy):

Section 468 of the Railway Act authorizes payments annually to the Canadian Pacific and Canadian National Railways of the cost of maintaining certain trackage in the Lake Superior District, such payments being subject to a maximum amount of $7,000,000. The Act requires that the amount of the subsidy paid be applied to a reduction in the normal domestic freight rates applying on traffic across the "bridge" as may be directed by the Board. The formula devised for the reduction of these freight rates was that part of the reduction be a percentage of the rate and part be a fixed sum per hundredweight. As a resu t of changes in the volume and composition of traffic passing over the subsidized trackage, and changes in the length of haul, adjustments are made in the formula from time to time. The following shows the formula applied since the inception of this "bridge" subsidy:

Effective date	Percent of reduction in basic rate	Reduction in cents per 100 lbs.
May 1, 1952	2.53	5.8
May 1, 1953	3.50	9.5
Nov. 1, 1955	3.50	16.5
Mar. 1, 1956	3.50	9.5
Mar. 1, 1957	3.50	7.5
Mar. 1, 1959	3.50	10.5
Dec. 1, 1959	4.72	15.0

Freight Rates Reduction Act:

The Board by its Order 96300 dated November 17, 1958 authorized a seventeen per cent general freight rate increase which the railways put into effect on December 1, 1958. The Freight Rates Reduction Act came into force on July 8, 1959 providing for a freight rate subsidy of twenty million dollars and required the Board to order a general freight rates reduction.

The Board accordingly ordered a reduction in the 17% general freight rate increase to a level of 10% and later to a level of 8%. Amendments to the Freight Rates Reduction Act continued the subsidy up to April 30, 1962 and the Board concurrently maintained the general freight rate increase at the 8% level. Since April 30, 1962, the railways have voluntarily maintained the 8% level month by month, and appropriate authorities were granted by the Branch enabling them to do this.

Waybill Analysis:

The Board's Waybill Analysis is designed to indicate in a general way the pattern of railway freight movements and the changing trends of traffic under the different categories of freight rates. For this purpose, the Board requires the railways of Canada to submit a one per cent sampling of waybills covering their annual traffic movements. During the year, approximately 16,300 waybills were reviewed by the Branch. The Branch calculated the mileage for each waybill, verified the rate, the category of the rate and the kind of commodity. Due to changes affecting certain categories of rates, occasioned by the application of the Freight Rates Reduction Act and the so-called "Bridge Subsidy", charges were adjusted on such traffic to reflect the actual revenues received by the railways.

To improve the quality of sample waybill information, liaison was established between the Branch and appropriate officers of the Traffic Departments of the two major railways.

The above basic information for each waybill is furnished to the Board's Economics and Accounting Branch for processing, publication, and distribution. These Annual Waybill Analyses are used extensively by the Board, the railways, provincial authorities and the shipping public.

Water Carrier Licensing:

The Board is required under the Transport Act to license ships operating in the Great Lakes area, Mackenzie River area and the Yukon territory. The Transport Act requires that the Board be satisfied that public convenience and necessity requires the operation of the ships in the transport of passengers and goods in the areas mentioned.

The following tables summarize details of licences issued for the years 1959 to 1962 inclusive:

1. Great Lakes and St. Lawrence River Area:

Year	Numbers of		Total Licensed Gross Tonnage
	Carriers	Vessels	
1959	5	76	257,183
1960	6	65	241,846
1961	6	59	230,990
1962	6	45	218,109

2. Mackenzie River System:

Year	Numbers of			Total Licensed Gross Tonnage	
	Carriers	Tugs	Barges	Tugs	Barges
1959	5	39	133	4,833	32,867
1960	6	35	130	3,930	33,034
1961	5	31	122	3,399	30,891
1962	5	32	115	3,789	30,541

3. Yukon River System:

No applications for licences were received during the years 1959 to 1962.

International Bridges:

The Blue Water Bridge, (State Bridge Commission of Michigan), cancelled its tariff of tolls between Sarnia, Ontario, and Port Huron, Michigan, on June 1, 1962. The Detroit and Canada Tunnel Corporation increased its commutation tolls between Windsor, Ontario, and Detroit, Michigan, effective August 1, 1962. The Sault Ste. Marie International Bridge over the St. Mary's River was opened for traffic on October 31, 1962, and a tariff of tolls was filed to become effective on that date. The new Lewiston Bridge between Queenston, Ontario, and Lewiston, New York, was opened for traffic on November 1, 1962.

General:

During the year the Branch dealt with applications placed before the Board for decision. These applications involve studies and analyses of historical data before recommendations are made by the Branch to the Board. Conferences and hearings were attended; information was furnished Members of Parliament and to other government departments as requested.

APPENDICES

65731-2—6

APPENDIX "A"—ECONOMICS AND ACCOUNTING

TABLE I—WAYBILL ANALYSIS

Percent of Sample Ton Miles

Type of Traffic	1955	1956	1957	1958	1959	1960	1961
	%	%	%	%	%	%	%
Class Rated	4.3	3.4	3.6	3.1	3.1	2.2	1.8
Commodity Non-Competitive	43.5	35.8	35.8	32.4	31.8	29.1	28.2
Statutory	25.6	33.8	31.7	32.7	30.9	36.0	37.3
Competitive	15.8	17.2	16.7	17.3	17.4	15.6	15.0
Agreed Charge	4.9	5.1	7.2	8.7	12.2	13.0	13.0
Multiple Rates	3.1	2.1	2.7	3.3	2.2	2.1	2.6
Mixed Shipments	2.8	2.6	2.3	2.5	2.4	2.0	2.1
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE II—WAYBILL ANALYSIS

Percent of Sample Revenue

Type of Traffic	1955	1956	1957	1958	1959	1960	1961
	%	%	%	%	%	%	%
Class Rated	10.2	9.3	9.4	8.2	7.9	5.9	5.0
Commodity Non-Competitive	45.0	41.3	41.4	37.3	34.7	32.8	32.0
Statutory	8.9	11.5	9.9	10.5	8.6	10.8	12.2
Competitive	19.3	21.0	20.5	23.1	27.0	26.8	25.0
Agreed Charge	9.4	10.0	12.3	13.8	16.1	18.3	19.2
Multiple Rates	1.7	1.2	1.5	1.9	1.2	1.5	2.3
Mixed Shipments	5.5	5.7	5.0	5.2	4.5	3.9	4.3
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE III—WAYBILL ANALYSIS

Average Revenue per Freight Ton Mile

Type of Traffic	1955	1956	1957	1958	1959	1960	1961
	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Class Rated	3.65	3.89	4.05	4.05	4.59	4.47	4.24
Commodity Non-Competitive	1.58	1.66	1.81	1.78	1.95	1.86	1.71
Statutory	0.53	0.49	0.49	0.50	0.50	0.50	0.49
Competitive	1.87	1.77	1.93	2.07	2.77	2.84	2.51
Agreed Charge	2.93	2.85	2.65	2.47	2.37	2.33	2.23
Multiple Rates	0.80	0.84	0.87	0.86	0.99	1.12	1.33
Mixed Shipments	2.98	3.22	3.40	3.22	3.37	3.18	3.01
Total	1.52	1.45	1.57	1.55	1.79	1.65	1.51

TABLE IV—OPERATING RESULTS—CLASS I RAILWAYS[1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1956	1,228,927,347	1,137,933,251	90,994,096	68,024,396	2,691,703
Year—1957	1,193,074,122	1,141,311,725	51,762,397	60,315,274	2,729,349
Year—1958	1,132,596,476	1,106,676,187	25,920,289	58,758,436	2,320,646
Year—1959	1,175,990,301	1,132,316,340	43,673,961	58,138,822	2,291,412
Year—1960	1,112,842,832	1,081,407,545	31,435,287	56,633,523	2,122,155
Year—1961	1,140,671,137	1,105,373,600	35,297,537	58,173,518	1,837,422
1961-10 Months[2]	954,052,693	924,894,997	29,157,696	48,858,401	1,555,446
1962-10 Months[3]	919,022,254	921,508,996	(2,486,742)	48,465,554	1,600,123

[1] Canadian National and Canadian Pacific; as of January 1, 1958, the Hudson Bay Railway was absorbed into the Canadian National System.

[2] 1961 revenue included proportionate payments under "$50 million subsidy".

[3] 1962-10 months revenue does not include payments under "$50 million subsidy" nor under the Freight Rates Reduction Act after April 30, 1962.

TABLE V—OPERATING RESULTS—CLASS II RAILWAYS[1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1956	151,427,349	136,729,313	14,698,036	10,432,414	207,866
Year—1957	152,821,412	142,959,079	9,862,333	10,415,047	177,991
Year—1958	117,110,266	109,283,214	7,827,052	7,180,114	149,692
Year—1959	138,855,449	122,239,745	16,615,704	9,333,997	136,995
Year—1960	132,062,602	115,573,044	16,489,558	8,229,355	128,749
Year—1961	114,306,821	106,312,720	7,994,101	7,032,834	111,877
1961–10 Months	98,834,509	89,893,333	8,941,176	6,368,806	93,210
1962–10 Months	107,622,760	96,055,771	11,566,989	7,269,012	92,880

[1]Seventeen Railways earning over $500,000 gross rail revenues annually in 1956 and 1957. Sixteen Railways from January 1, 1958 (Hudson Bay Railway absorbed into Canadian National System).

TABLE VI—OPERATING RESULTS—TELEPHONE COMPANIES[1]

Period	Total Operating Revenues	Total Operating Expenses	Retained Earnings	Telephones Operated[2]
	$	$	$	No.
Year—1956	311,604,462	263,868,181	7,192,213	3,178,288
Year—1957	344,800,178	295,115,666	3,359,193	3,407,041
Year—1958	374,249,550	319,740,054	2,382,690	3,621,056
Year—1959	432,087,017	359,605,258	10,249,807	3,836,309
Year—1960	464,333,438	381,914,102	8,035,098	4,037,787
Year—1961	501,721,136	408,528,037	8,812,603	4,263,129
1961–10 Months	414,509,783	337,466,009	7,077,166[3]	4,143,315
1962–10 Months	451,326,185	364,485,292	12,006,490[3]	4,360,282

[1]The Bell Telephone Co., British Columbia Telephone Co., and Bonaventure and Gaspe Telephone Company.

[2]Bonaventure and Gaspe Co. telephones not included.

[3]Invested capital increased from $1,682,000,000 at October 31, 1961, to $1,867,000,000 at October 31, 1962.

TABLE VII—OPERATING RESULTS—WATER CARRIERS ON MACKENZIE WATERWAYS[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Freight Carried
	$	$	$	(Tons)
Year—1956	5,133,952	4,827,814	306,138	242,928
Year—1957	5,158,838	4,986,460	172,378	233,261
Year—1958	5,147,457	5,084,557	62,900	232,938
Year—1959	4,817,918	4,866,875	(48,957)	225,049
Year—1960	3,922,862	3,858,340	64,522	193,046
Year—1961	3,439,963	3,216,458	223,505	176,280

[1]1956 and 1957 reports included water transport operations of the Hudson's Bay Co., McInnes Products Corporation, Northern Transportation Co., and Yellowknife Transportation Co. At the end of the 1957 season Mackenzie River operations of the Hudson's Bay Company were sold to Northern Transportation Co. McInnes Products Corporation terminated commercial water carrier service on February 22, 1961. Operations of Streeper Brothers Marine Transport are included in 1961 report.

TABLE VIII—OPERATING RESULTS—INTERNATIONAL BRIDGES AND TUNNELS[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Vehicles	Pedestrians	Passengers Other Than Vehicle Drivers
	$	$	$	No.	No.	No.
Year—1956.....	8,435,997	5,311,150	3,124,847	16,979,352	1,083,430	25,153,720
Year—1957.....	9,030,586	5,616,809	3,413,777	17,564,202	1,044,553	30,288,047
Year—1958.....	9,210,222	6,020,016	3,190,206	17,414,083	1,000,180	29,833,908
Year—1959.....	9,810,162	6,052,786	3,757,376	17,629,978	847,308	28,306,119
Year—1960.....	10,541,154	6,348,264	4,192,890	18,611,282	886,011	28,888,419
Year—1961.....	10,876,709	6,712,495	4,164,214	19,091,813	748,493	28,343,436

[1]Includes reports of the following companies:

Buffalo and Fort Erie Public Bridge Authority
Cornwall International Bridge (September 30 annually)
Detroit and Canada Tunnel Corporation (October 31 annually)
Detroit International Bridge and Canadian Transit Co.
Niagara Falls Bridge Commission:
- Rainbow Bridge (October 31 annually)
- Whirlpool Rapids Bridge (October 31 annually)
- Lewiston-Queenston Bridge (October 31 annually)

State Bridge Commission of Michigan (Sarnia) (May 31 annually)
Thousand Islands Bridge Authority (February 28 annually)
International Bridge and Terminal Co. (Fort Frances)
Ogdensburg Bridge Authority
Baudette-Rainy River International Toll Bridge

APPENDIX B—ENGINEERING

STATEMENT 1—EXPENDITURE FOR PROTECTION AT HIGHWAY CROSSINGS 1909 TO DECEMBER 31, 1962 AND A COMPARISON OF EXPENDITURE TO POPULATION

	Population	Percentage of Total Population	Expenditure from Railway Grade Crossing Fund	Percentage of Total Expenditures From Fund	Expenditures by Province Municipality and Utilities	Expenditures by Railway	Total
		%	$ cts.	%	$ cts.	$ cts.	$ cts.
British Columbia	1,670,000	8.96	5,233,999.31	8.32	8,552,043.84	778,450.28	14,564,493.43
Alberta	1,383,000	7.42	4,875,245.55	7.75	2,939,684.02	1,063,730.62	8,878,660.19
Saskatchewan	931,000	5.00	2,917,094.00	4.64	2,013,067.55	507,998.48	5,438.160.03
Manitoba	940,000	5.04	2,574,754.77	4.09	484,457.73	499,758.76	3,558,971.26
Ontario	6,377,000	34.20	31,959,068.20	50.82	28,144,738.84	17,684,330.98	77.788,138.02
Quebec	5,405,000	28.99	8,777,326.20	13.97	6,132,944.37	2,150,241.75	17,060,512.32
New Brunswick	608,000	3.26	2,899,908.72	4.61	1,277,678.35	820,647.65	4,998,234.72
Nova Scotia	750,000	4.02	2,908,737.15	4.63	1,419,878.36	658,418.71	4,987,034.22
Prince Edward Island	106,000	0.57	44,789.25	0.07	20,109.04	8,351.29	73,249.58
Newfoundland	474,000	2.54	292,742.84	0.47	69,279.98	9,549.55	371,572.37
Reflectorization of Crossing Signs			337,077.93	0.54		86,582.18	423,660.11
Reflectorization of Railway Cars			68,533.65	0.09		17,213.73	85,747.38
Totals	18,644,000	100.00	62,889,277.57	100.00	51,053,882.08	24,285,273.98	138,228,433.63
Percentage of Total			45.50%		36.93%	17.57%	100%

STATEMENT 2—DISTRIBUTION OF EXPENDITURES FROM THE RAILWAY GRADE CROSSING FUND BY PROVINCE, 1962

Province	Railway Grade Crossing Fund
British Columbia	$ 208,557.93
Alberta	1,330,741.93
Saskatchewan	392,719.25
Manitoba	1,030,180.25
Ontario	5,936,538.11
Quebec	858,783.23
New Brunswick	573,434.11
Nova Scotia	511,177.45
Prince Edward Island	
Newfoundland	
Reflectorization of Crossing Signs	173,904.97
Reflectorization of Railway Cars	26,696.23
TOTAL	$ 11,042,733.46

STATEMENT 3—DISTRIBUTION OF COMMITMENTS FROM THE RAILWAY GRADE CROSSING FUND BY PROVINCE DURING THE YEAR 1962

British Columbia	$ 525,086.41
Alberta	575,055.11
Saskatchewan	323,130.00
Manitoba	318,283.61
Ontario	10,892,629.30
Quebec	2,111,775.79
New Brunswick	384,735.82
Nova Scotia	1,021,387.89
Prince Edward Island	45,770.00
Newfoundland	169,300.00
TOTAL	$ 16,367,153.93
Reflectorization of Crossing Signs	187,336.78
Reflectorization of Railway Cars	27,275.63
GRAND TOTAL	$ 16,581,766.34

GRADE SEPARATION APPROVED IN 1962

STATEMENT 4—GRADE SEPARATIONS, RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS APPROVED DURING THE YEAR AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY CROSSING FUND

Asterisk denotes project approved prior to current year on a Cost Reserved basis and a commitment from the Railway Grade Crossing Fund was approved during 1962.

Order No. and Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund	
				%	$
			PROVINCE OF BRITISH COLUMBIA		
107075—Feb. 5/62	Subway	C.P.R.	Shaughnessy St., Port Coquitlam, mile 112.2 Cascade Subd	80	315,500.00
107075—Feb. 5/62	Utilities (2)	C.P.R.	Shaughnessy St., Port Coquitlam, mile 112.2 Cascade Subd	80	21,100.00
109610—Nov. 22/62	Reconstruction of Overhead Bridge	C.P.R.	Invermere, mile 91.86 Lake Windermere Subd	50	19,850.00
109610—Nov. 22/62	Utilities (2)	C.P.R.	Invermere, mile 91.86 Lake Windermere Subd	50	400.00
			Adjustments made to cover increased grants for projects approved prior to 1962		19,436.41
			Total		376,286.41
			PROVINCE OF ALBERTA		
106851—Jan. 16/62	Overhead Bridge	C.N.R.	M.D. Highway, north of Heatburg, mile 10.64 Three Hills Subd	80	37,500.00
107589—Apr. 2/62	Overhead Bridge	C.N.R.	Highway No. 21, Equity, mile 53.83 Three Hills Subd	80	148,200.00
107589—Apr. 2/62	Utilities (2)	C.N.R.	Highway No. 21, Equity, mile 53.83 Three Hills Subd	80	3,428.00
108268—June 29/62	Reconstruction of Overhead Bridge	C.N.R.	Highway No. 47, mile 8.37 Mountain Park Subd	50	9,000.00
109777—Dec. 10/62	Overhead Bridge	C.P.R.	Silver Spring Rd., Calgary, mile 8.2 Laggan Subd	80	99,750.00
109777—Dec. 10/62	Utilities (1)	C.P.R.	Silver Spring Rd., Calgary, mile 8.2 Laggan Subd	80	340.00
			Adjustments made to cover increased grants for projects approved prior to 1962		14,974.11
			Total		313,192.11
			PROVINCE OF SASKATCHEWAN		
106848—Jan. 16/62	Road Diversion	C.N.R.	R.M. of Vanscoy No. 345, mile 14.38 Rosetown Subd	80	400.00
107388—Mar. 13/62	Overhead Bridge	C.P.R.	Highway No. 39 and No. 18, Estevan, mile 139.0 Portal Subd	80	147,840.00
107388—Mar. 13/62	Utilities (1)	C.P.R.	Highway No. 39 and No. 18, Estevan, mile 139.0 Portal Subd	80	900.00
			Total		149,140.00

STATEMENT 4—GRADE SEPARATIONS, RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS APPROVED DURING THE YEAR AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY CROSSING FUND (Continued)

Asterisk denotes project approved prior to current year on a Cost Reserved basis and a commitment from the Railway Grade Crossing Fund was approved during 1962.

Order No. and Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund	
				%	$
			PROVINCE OF MANITOBA		
			NIL		
			PROVINCE OF ONTARIO		
106813—Jan. 12/62	Overhead Bridge	C.P.R.	St. Laurent Blvd., Ottawa, mile 84.51 M. and O. Subd.	80	500,000.00
106813—Jan. 12/62	Utilities (3)	C.P.R.	St. Laurent Blvd., Ottawa, mile 84.51 M. and O. Subd.	80	59,400.00
106836—Jan. 16/62	Reconstruction of Overhead Bridge	C.N.R.	Newtonville Rd., Twp. of Clarke, mile 280.62 Oshawa Subd,	50	47,750.00
106836—Jan. 16/62	Utilities (2)	C.N.R.	Newtonville Rd., Twp. of Clarke, mile 280.62 Oshawa Subd.	50	830.00
107110—Feb. 9/62	Subway	C.P.R.	Brimley Rd., Twp. Scarborough, mile 96.1 Oshawa Subd.	80	*204,120.00
107337—Mar. 7/62	Realign Road	C.P.R.	County Rd. No. C7B (Dummer Rd.) near Norwood, mile 5.94 Peterborough Subd.	80	1,050.00
107397—Mar. 13/62	Subway	C.P.R.	Kennedy Rd., Agincourt (Metro Toronto) mile 97.24 Oshawa Subd.	80	500,000.00
107397—Mar. 13/62	Utilities (3)	C.P.R.	Kennedy Rd., Agincourt (Metro Toronto) mile 97.24 Oshawa Subd.	80	10,000.00
107580—Apr. 2/62	Overhead Bridge	C.N.R.	St. Laurent Blvd., Ottawa, mile 131.96 Alexandria Subd.	80	500,000.00
107580—Apr. 2/62	Utilities (3)	C.N.R.	St. Laurent Blvd., Ottawa, mile 131.96 Alexandria Subd.	80	63,000.00
107584—Apr. 2/62	Subway	C.N.R.	Highway No. 10, Port Credit, mile 12.73 Oakville Subd.	80	500,000.00
107584—Apr. 2/62	Utilities (3)	C.N.R.	Highway No. 10, Port Credit, mile 12.73 Oakville Subd.	80	50,000.00
107588—Apr. 2/62	Reconstruction of Overhead Bridge	C.N.R.	Victoria Ave., Niagara Falls, mile 1.1 Grimsby Subd.	50	229,430.00
107588—Apr. 2/62	Utilities (3)	C.N.R.	Victoria Ave., Niagara Falls, Mile 1.1 Grimsby Subd.	50	19,500.00
107588—Apr. 2/62	Railway Diversion	C.N.R.	Victoria Ave., Niagara Falls, Freight Shed Lead and Buttery St. Spur.	80	110,000.00
107598—Apr. 4/62	Subway	C.N.R.	Lawrence Ave. W., Downsview, mile 7.81 Newmarket Subd.	80	500,000.00
107598—Apr. 4/62	Utilities (3)	C.N.R.	Lawrence Ave. W., Downsview, mile 7.81 Newmarket Subd.	80	59,000.00
107650—Apr. 9/62	Subway	C.P.R.	McCowan Rd., Twp. Scarborough, mile 87.3 Peterborough Subd., mile 95.6 Oshawa Subd.	80	*268,800.00
107650—Apr. 9/62	Utilities (2)	C.P.R.	McCowan Rd., Twp. Scarborough, mile 87.3 Peterborough Subd., mile 95.6 Oshawa Subd.	80	*8,425.00
107701—Apr. 17/62	Subway	C.P.R.	Sheppard Ave., Agincourt, (Metro Toronto) mile 96.47 Oshawa Subd.	80	500,000.00
107701—Apr. 17/62	Utilities (3)	C.P.R.	Sheppard Ave., Agincourt, (Metro Toronto) mile 96.47 Oshawa Subd.	80	51,350.00
107735—Apr. 19/62	Overhead Bridge	C.P.R.	Markham Rd. (Highway No. 48) Twp. Scarborough, mile 94.5 Oshawa Subd.	80	*330,700.00
107735—Apr. 19/62	Utilities (1)	C.P.R.	Markham Rd. (Highway No. 48) Twp. Scarborough, mile 94.5 Oshawa Subd.	80	*1,350.00
107756—Apr. 26/62	Reconstruction of Overhead Bridge	T.H.B.	King St., Hamilton, mile 38.57 Hamilton Subd.	50	107,500.00

107756—Apr. 26/62	Utilities (2)	T.H.B.	King St., Hamilton, mile 38.57 Hamilton Subd	50	10,075.00
107782—Apr. 30/62	Overhead Bridge	C.P.R.	Highway No. 50, near Bolton, mile 20.48 MacTier Subd	80	215,200.00
107782—Apr. 30/62	Utilities (2)	C.P.R.	Highway No. 50, near Bolton, mile 20.48 MacTier Subd.	80	14,800.00
107785—Apr. 30/62	Overhead Bridge	C.P.R.	Markham Rd. (Highway No. 48) near Brown's Corners mile 85.63 Peterborough Subd	80	*247,200.00
107785—Apr. 30/62	Utilities (2)	C.P.R.	Highway No. 48 (Markham Rd.) near Brown's Corners, mile 85.63 Peterborough Subd	80	*4,570.00
107797—May 1/62	Diversion	C.N.R.	Old York Rd., Twp. East Flamboro, mile 35.76 Oakville Subd	80	80,000.00
107798—May 1/62	Reconstruction of Overhead Bridge	C.N.R.	Lemonville Rd., near Hamilton, mile 35.35 Oakville Subd.	50	61,500.00
107798—May 1/62	Utilities (2)	C.N.R.	Lemonville Rd., near Hamilton, mile 35.35 Oakville Subd	50	1,935.00
108097—June 11/62	Utilities (1)	C.N.R.	County Road, Birdsall Stn., mile 47.04 Campbellford Subd	80	2,734.71
108120—June 13/62	Subway	C.N.R.	Eglinton Ave. East, Twp. Scarborough, mile 323.18 Oshawa Subd	80	500,000.00
108120—June 13/62	Utilities (4)	C.N.R.	Eglinton Ave. East, Twp. Scarborough, mile 323.18 Oshawa Subd	80	37,500.00
108182—June 21/62	Subway	C.N.R.	Farewell St., Oshawa, mile 299.32 Oshawa Subd	80	245,200.00
108182—June 21/62	Utilities (4)	C.N.R.	Farewell St., Oshawa, mile 299.32 Oshawa Subd	80	16,560.00
108255—June 28/62	Overhead Bridge	C.N.R.	Highbury Ave., London, mile 75.63 Dundas Subd	80	406,400.00
108255—June 28/62	Utilities (4)	C.N.R.	Highbury Ave., London, mile 75.63 Dundas Subd	80	55,630.00
108810—Sep. 6/62	Overhead Bridge	C.N.R.	Highway No. 17, west of Fort William, mile 16.46 Kashabowie Subd	80	345,600.00
108810—Sep. 6/62	Utilities (2)	C.N.R.	Highway No. 17, west of Fort William, mile 16.46 Kashabowie Subd	80	5,760.00
108857—Sept. 7/62	Utilities (3)	C.P.R.	Ellesmere Rd., Twp. Scarborough, mile 98.63 Oshawa Subd	80	34,360.00
108883—Sept. 7/62	Overhead Bridge	C.P.R.	Highway No. 17, near Sheba, mile 101.59 Kaministiquia Subd	80	232,000.00
108896—Sep. 10/62	Overhead Bridge	C.P.R.	Highway No. 63, Whitefish Falls, Twp. of Curtin, mile 19.82 Little Current Subd	80	81,400.00
109153—Oct. 4/62	Overhead Bridge	C.P.R.	Finch Ave., Twp. Scarborough, mile 85.91 Peterborough Subd	80	380,800.00
109153—Oct. 4/62	Utilities (1)	C.P.R.	Finch Ave., Twp. Scarborough, mile 85.91 Peterborough Subd	80	2,930.00
109333—Oct. 23/62	Reconstruction of Subway	C.N.R.	Clarence St., Brantford, mile 22.69 Dundas Subd	50	114,200.00
109333—Oct. 23/62	Utility (1)	C.N.R.	Clarence St. Brantford, mile 22.69 Dundas Subd	50	535.00
109657—Nov. 28/62	Reconstruction of Overhead Bridge	C.P.R.	Highway No. 6, Twp. of East and West Flamborough, mile 1.86 Goderich Subd	50	129,500.00
109658—Nov. 28/62	Reconstruction of Overhead Bridge	C.N.R.	Jameson Avenue, Toronto, mile 2.8 Oakville Subd	50	93,900.00
109658—Nov. 28/62	Utilities (1)	C.N.R.	Jameson Avenue, Toronto, mile 2.8 Oakville Subd	50	3,500.00
109687—Nov. 30/62	Overhead Bridge	C.P.R.	Highway No. 17, Twp. of Gorman, mile 116.49 Kaministiquia Subd	80	155,200.00
109688—Nov. 30/62	Reconstruction of Subway	C.N.R.	County Rd. No. 16, County of Middlesex, (Main Street, Komeka) mile 0.80 Longwood Subd	50	76,400.00
109688—Nov. 30/62	Utilities (2)	C.N.R.	County Rd. No. 16, County of Middlesex, mile 0.80 Longwood Subd	50	2,100.00
109714—Dec. 3/62	Overhead Bridge	C.P.R.	Highway No. 17, west of Fort William, mile 7.19 Kaministiquia Subd	80	*324,800.00
109714—Dec. 3/62	Utilities (2)	C.P.R.	Highway No. 17, west of Fort William, mile 7.19 Kaministiquia Subd	80	* 4,900.00
109716—Dec. 3/62	Overhead Bridge	C.P.R.	Colonization Ave., Dryden, mile 62.35 Ignace Subd	80	228,600.00
109716—Dec. 3/62	Utilities (2)	C.P.R.	Colonization Ave., Dryden, mile 62.35 Ignace Subd	80	1,475.00
109764—Dec. 7/62	Reconstruction of Subway	C.N.R.	Highway No. 7, Concord, mile 14.25 Newmarket Subd	50	105,400.00
109846—Dec. 14/62	Utility (1)	C.N.R.	Lawrence Ave. East, Toronto, mile 9.6 Bala Subd	50	2,551.98
			Adjustments made to cover increased grants for projects approved prior to 1962		94,577.85
			Total		8,941,999.54

STATEMENT 4—GRADE SEPARATIONS, RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS APPROVED DURING THE YEAR AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY CROSSING FUND (Continued)

Asterisk denotes project approved prior to current year on a Cost Reserved basis and a commitment from the Railway Grade Crossing Fund was approved during 1962.

Order No. and Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund	
				%	$
			PROVINCE OF QUEBEC		
107403—Mar. 14/62	Overhead Bridge	C.N.R.	Highway No. 9, Notre-Dame du Bon Conseil, mile 89.35 Drummondville Subd.	80	287,500.00
107592—Apr. 2/62	Reconstruction of Overhead Bridge	C.P.R.	Highway No. 19, Cap-de-la-Madeleine, mile 84.75 Quebec Subd.	50	70,000.00
107592—Apr. 2/62	Utilities (2)	C.P.R.	Highway No. 19, Cap-de-la-Madeleine, mile 84.75 Quebec Subd.	50	3,750.00
107600—Apr. 4/62	Utilities (2)	C.N./C.P.	St. John's Road, Pointe Claire	80	66,325.00
108042—June 4/62	Reconstruction of Overhead Bridge	C.N.R.	Main St., Danville, mile 75.12 Danville Subdivision	50	29,000.00
108042—June 4/62	Utilities (2)	C.N.R.	Main St., Danville, mile 75.12 Danville Subdivision	50	685.00
108990—Sep. 18/62	Reconstruction of Subway	C.P.R.	Seminary Blvd., St. Johns, mile 20.4 Adirondack Subd.	50	153,360.00
108990—Sep. 18/62	Utility (1)	C.P.R.	Seminary Blvd., St. Johns, mile 20.4 Adirondack Subd.	50	860.00
108992—Sep. 18/62	Utility (1)	C.N.R.	Maple Ave., Ville St. Pierre, mile 46.95 L'Assomption Subd.	80	3,228.51
109309—Oct. 22/62	Overhead Bridge	C.N.R.	Highway No. 9, Villeroy, mile 44.11 Drummondville Subd.	80	316,000.00
109496—Nov. 7/62	Overhead Bridge	C.P.R.	Highway No. 11, Mun. of Lesage, mile 18.8 Ste. Agathe Subd.	80	500,000.00
109763—Dec. 7/62	Replace Subway with Overhead Bridge	C.P.R.	Highway No. 1, South Stukely, mile 100.36 Sherbrooke Subd.	50	167,650.00
			Adjustments made to cover increased grants for projects approved prior to 1962		58,328.29
			Total		1,656,686.80
			PROVINCE OF NEW BRUNSWICK		
107757—Apr. 26/62	Utility (1)	C.P.R.	Between mile 12.7 and mile 14.48 Tobique Subd.	80	703.23
109492—Nov. 7/62	Overhead Bridge	C.N.R.	Highway No. 8, Doaktown, mile 45.44 Miramichi Subd.	80	229,200.00
109492—Nov. 7/62	Utility (1)	C.N.R.	Highway No. 8, Doaktown, mile 45.44 Miramichi Subd.	80	2,600.00
			Adjustments made to cover increased grants for projects approved prior to 1962		34,961.05
			Total		267,464.28

			PROVINCE OF NOVA SCOTIA			
108178—June 20/62	Replace Subway with Overhead Bridge	S.&L.R.	Victoria Rd., Sydney, Dominion Coal Co. (1 track) Dominion Steel Co. (1 track)		80	500,000.00
108178—June 20/62	Overhead Bridge	S.&L.R.	Victoria Road, Sydney		80	292,000.00
108178—June 20/62	Utilities (2)	S.&L.R.	Victoria Road, Sydney		80	27,800.00
108178—June 20/62	Utilities (2)	S.&L.R.	Victoria Road, Sydney, Dominion Coal Co. (1 track) Dominion Steel Co. (1 track)		80	28,750.00
108905—Sep. 10/62	Utility (1)	C.N.R.	Barrachois Harbour, Diversion Route 23 between mile 80.89 and 82.38 Sydney Subd.		40	837.94
			Adjustments made to cover increased grants for projects approved prior to 1962			9,534.86
			TOTAL			858,922.80
			PROVINCE OF PRINCE EDWARD ISLAND			
			NIL			
			PROVINCE OF NEWFOUNDLAND			
109246—Oct. 12/62	Overhead Bridge	C.N.R.	Trans-Canada Highway, near Gambo, mile 118.11 Clarenville Subd.		80	169,300.00
			TOTAL			169,300.00
			GRAND TOTAL			12,732,991.94

STATEMENT NO. 5—GRADE SEPARATIONS, RECONSTRUCTIONS OF GRADE SEPARATION AND RELOCATION OF UTILITY PLANTS APPROVED IN 1962 WITH COST RESERVED AND NO COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND

Order No. and Date	Type of Project	Railway	Location
		PROVINCE OF ALBERTA	
109188—Oct. 11/62	Reconstruction of subway	C.N.R.	Highway No. 16, Mile 61.1 Wabaumun Subdivision, Alta.
		PROVINCE OF SASKATCHEWAN	
108025—May 31/62	Overhead Bridge	C.N.R.	Highway No. 11, near Saskatoon, Saskatchewan, Mile 56.2 Asquith Subdivision.
108025—May 31/62	Utilities (1)	C.N.R.	Highway No. 11, near Saskatoon, Saskatchewan, Mile 56.2 Asquith Subdivision.
		PROVINCE OF ONTARIO	
109657—Nov. 28/62	Utilities (1)	C.P.R.	Highway No. 6, Township of East and West Flamboro, Ontario, Mile 1.86 Goderich Subdivision.
		PROVINCE OF QUEBEC	
109496—Nov. 7/62	Utilities (1)	C.P.R.	Highway No. 11, Municipality of Lesage, Quebec, Mile 18.8 Ste. Agathe Subdivision.
109763—Dec. 7/62	Utilities (2)	C.P.R.	Highway No. 1, South Stukely, Quebec, Mileage 100.36 Sherbrooke Subdivision.

STATEMENT 6 - GRADE SEPARATIONS AND RECONSTRUCTION OF GRADE SEPARATIONS APPROVED DURING THE YEAR FOR WHICH COMMITMENTS COULD NOT BE MADE FROM THE RAILWAY GRADE CROSSING FUND IN ACCORDANCE WITH SECTION 265 OF THE RAILWAY ACT

Order No. and Date	Type of Project	Railway	Location
		PROVINCE OF BRITISH COLUMBIA	
106849—Jan. 16/62	Overhead Bridge	C.N.R.	Trans Canada Highway, mile 152.80 Second Subd.
		PROVINCE OF ALBERTA	
106850—Jan. 16/62	Overhead Bridge	C.N.R.	N.E. ¼ of Sec. 21, Twp. 55, Rge. 4, mile 159.5 Coronado Subd.
107601—Apr. 4/62	Pedestrian Overhead	C.P.R.	Medicine Hat, mile 0.94 Brooks Subd.
109220—Oct. 12/62	Subway	C.N.R.	Private roadway, mile 120.3 Sangudo Subd.
		PROVINCE OF SASKATCHEWAN	
107865—May 9/62	Overhead Bridge	C.P.R.	Highway No. 5, near Saskatoon, mile 108.3 Sutherland Subd.
		PROVINCE OF MANITOBA	
		NIL	
		PROVINCE OF ONTARIO	
107007—Jan. 30/62	Overhead Bridge	C.N.R.	Bayview Ave., Twp. of Markham, mile 18.1 York Subd.
107369—Mar. 12/62	Overhead Bridge	C.N.R.	Woodbine Ave., Twp. of Markham, mile 15.6 York Subd.
107452—Mar. 19/62	Subway	C.N.R.	Baseline Rd., Milton, mile 14.56 Milton Subd.
107671—Apr. 11/62	Subway	C.N.R.	Hendersen Ave., Twp. of Markham, mile 18.77 York Subd.
107696—Apr. 17/62	Overhead Bridge	C.N.R.-T.H.C. & T.T.R.	F.G. Gardiner Expressway, Toronto
107736—Apr. 19/62	Subway	C.N.R.	Jane St., Twp. of Vaughan, mile 24.7 York Subd.
107750—Apr. 25/62	Overhead Bridge	TH&B (C.P.R.)	Church Access Rd., Hamilton, mile 38.55 Hamilton Subd.
107949—May 22/62	Pedestrian Subway	C.N.R.	Toronto Yard, Toronto
107953—May 23/62	Overhead Bridge	C.N.R.	Albion Rd., Twp. of Etobicoke, mile 30.4 York Subd.
107983—May 25/62	Reconstruct Overhead	C.N.R. & C.P.R.	Dundas St., E. Toronto, mile 2.3 Bala and 106.71 Oshawa Subd.
107988—May 25/62	Subway	C.N.R.	Highway No. 25, Twp. of Esquesing, mile 14.98 Milton Subd.
108046—Jun. 5/62	Subway	C.N.R.	Highway No. 58, St. Catharines, mile 10.05 Grimsby Subd.
108113—Jun. 12/62	Subway	C.N.R.	Highway No. 48, Twp. of Markham, mile 10.1 York Subd.
108148—Jun. 18/62	Subway	C.N.R.	Kennedy Rd., Twp. of Markham, mile 12.76 York Subd.
108253—Jun. 28/62	Overhead Bridge	C.N.R.	Highway No. 11, Twp. of Halkirk, mile 69.02 Fort Frances Subd.
108276—Jun. 29/62	Overhead Bridge	C.N.R.	Highway No. 403, County of Brant, mile 20.71 Dundas Subd.
108359—Jul. 12/62	Subway	C.N.R.	New Toronto Yard, Toronto, mile 23.8 York Subd.
108580—Aug. 2/62	Subway	C.N.R.	Steeles Ave., Twps. of Scarborough and Markham, mile 7.8 York Subd.
109035—Sep. 20/62	Subway	C.N.R.	Highway No. 2, Twp. of Pickering, mile 1.32 York Subd.

109039—Sep. 20/62	Subway	C.N.R.	Highway No. 401, Twp. of Pickering, mile 1.22 York Subd.
109050—Sep. 21/62	Subway	C.N.R.	Highway No. 404, Twp. of Markham, mile 16.1 York Subd.
109075—Sep. 26/62	Pedestrian Subway	C.P.R.	Agincourt Hump Yard, Toronto, mile 95.0 Oshawa Subd.
109178—Oct. 9/62	Overhead Bridge	C.N.R.	Warden Ave., Twp. of Markham, mile 14.1 York Subd.
109216—Oct. 12/62	Reconstruct Overhead	C.N.R.	Highway No. 401, Twp. of North York, mile 8.8 Newmarket Subd.
109240—Oct. 12/62	Overhead Bridge	C.N.R. & C.P.R.	Lakehead Harbour, Port Arthur
109286—Oct. 18/62	Overhead Bridge	C.N.R.	Fairport Rd., Twp. of Pickering, York Subd.
109291—Oct. 18/62	Overhead Bridge	C.N.R.	Rosebank Rd., Twp. of Pickering, mile 2.73 York Subd.
109292—Oct. 18/62	Overhead Bridge	C.N.R.	Altona Rd., Twp. of Pickering, mile 3.25 York Subd.
109318—Oct. 22/62	Overhead Bridge	C.N.R.	John St., Twp. of Markham, mile 17.32 York Subd.
109320—Oct. 23/62	Overhead Bridge	C.N.R.	Leslie St., Twp. of Markham, mile 16.48 York Subd.
109588—Nov. 21/62	Overhead Bridge	TH&B	Twp. of Brantford, mile 58.58 Waterford Subd.
109729—Dec. 4/62	Subway	C.N.R.	Twp. of Markham, mile 8.58 York Subd.
109759—Dec. 7/62	Reconstruct Overhead	C.N.R.	Twp. of Brantford, mile 19.57 Dundas Subd.
109864—Dec. 18/62	Overhead Bridge	C.N.R.	Plug Hat Road, Twp. of Scarborough, mile 6.0 York Subd.
109879—Dec. 18/62	Overhead Bridge	C.N.R.	Main St., Twp. of Vaughan, mile 25.9 York Subd.

PROVINCE OF QUEBEC

106948—Jan. 25/62	Subway	C.N.R.	Blvd. Des Ormes, Montreal, mile 37.30 L'Assomption Subd.
107327—Mar. 6/62	Pedestrian Subway	C.N.R.	Lachine, mile 8.46 Cornwall Subd.
107871—May 9/62	Subway	C.P.R.	Wanklyn Ave., La Salle, mile 0.36 La Salle Loop Line
108339—Jul. 11/62	Overhead Bridge	C.N.R.	Highway No. 9, Villeroy
108982—Sep. 17/62	Overhead Bridge	C.N.R.	De La Paix St., Shawinigan, mile 49.6 Grand'Mere Subd.
109473—Nov. 5/62	Subway	C.N.R.	Seminary Blvd., St. Jean, mile 22.80 Rouses Pointe Subd.

PROVINCE OF NEW BRUNSWICK

106815—Jan. 15/62	Overhead Bridge	C.N.R.	County of Victoria, mile 60.6 Grand Falls Subd.

PROVINCE OF NOVA SCOTIA

107586—Apr. 2/62	Overhead Bridge	C.N.R.	Bicentennial Drive, Halifax, mile 0.84 Chester Subd.
107602—Apr. 4/62	Overhead Bridge	C.N.R.	Bicentennial Drive, Halifax, mile 4.12 Bedford Subd.
108935—Sep. 12/62	Overhead Bridge	C.N.R.	Trans Canada Highway, Stellarton, mile 41.6 Hopewell Subd.

PROVINCE OF PRINCE EDWARD ISLAND

NIL

PROVINCE OF NEWFOUNDLAND

NIL

INSTALLATION OF AUTOMATIC PROTECTION APPROVED IN 1962

STATEMENT 7—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTIONS AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND

Asterisk denotes project approved prior to current year on a Cost Reserved Basis and a commitment from the Railway Grade Crossing Fund was approved in 1962.

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$ cts.
		PROVINCE OF BRITISH COLUMBIA		
Installation of flashers and bell at unprotected crossings.				
106846—Jan. 16/62	2 Flashers and bell	C.N.R.	Sexsmith Rd., (Dry Valley Rd.) Rutland, mile 113.23 Okanagan Subd.	7,800.00
106969—Jan. 26/62	2 Flashers and bell	E.&N.	Shawinigan Lake Rd., Malahat, mile 20.20 Victoria Subd.	9,040.00
107018—Feb. 1/62	2 Flashers and bell	C.N.R.	Rocky Point Rd., Metchosin, mile 14.96 Cowichan Subd.	7,680.00
107023—Feb. 1/62	2 Flashers and bell	C.P.R.	Creston-Wynndel Rd., Creston, mile 67.98 Nelson Subd.	7,200.00
107024—Feb. 1/62	2 Flashers and bell	C.P.R.	Wasa-Fort Steele Rd., Fort Steele, mile 23.42 Lake Windermere Subd.	6,688.00
107064—Feb. 5/62	2 Flashers and bell	C.P.R.	Village St. (3rd Street), Creston, mile 67.58 Nelson Subd.	8,160.00
107184—Feb. 16/62	2 Flashers and bell	C.N.R.	Highway No. 16, near Houston, mile 81.68 Telkwa Subd.	6,200.00
107186—Feb. 16/62	2 Flashers and bell	C.N.R.	Highway No. 16, Carnaby, mile 58.27 Bulkley Subd.	6,000.00
107442—Mar. 16/62	2 Flashers and bell	C.N.R.	Highway No. 16, West Shames, mile 19.97 Skeena Subd.	6,000.00
107443—Mar. 19/62	2 Flashers and bell	C.N.R.	Highway No. 16, Exchamsiks, mile 38.94 Skeena Subd.	6,000.00
107444—Mar. 19/62	2 Flashers and bell	C.N.R.	Highway No. 16, Exstew, mile 27.40 Skeena Subd.	6,000.00
107445—Mar. 19/62	2 Flashers and bell	C.N.R.	Highway No. 16, near Tyee, mile 67.76 Skeena Subd.	6,200.00
107451—Mar. 19/62	2 Flashers and bell	C.N.R.	Rocky Point Rd., Pedder Bay, mile 17.81 Cowichan Subd.	5,840.00
107475—Mar. 21/62	2 Flashers and bell	C.N.R.	Sooke Rd., Cypress Cove, mile 23.43 Cowichan Subd.	5,840.00
107512—Mar. 23/62	2 Flashers and bell	N.A.R.	Highway No. 76 (Manse Rd. or Alaska Ave. East), near Dawson Creek, mile 135.2 Grande Prairie Subd.	8,904.00
109055—Sep. 24/62	2 Flashers and bell	E.&N.	Chemainus Rd., Dist. of North Cowichan, mile 48.8 Victoria Subd.—$6,720.00	
109438—Nov. 1/62			Increased Grant of— 688.00	7,408.00
109207—Oct. 12/62	2 Flashers and bell	C.N.R.	High Rd., Kelowna, mile 118.0 Okanagan Subd.	7,200.00
Installation of short arm gates, flashers and bell at unprotected crossings.				
106769—Jan. 9/62	2 Gates, 2 Flashers and bell	C.P.R.	Pinanton Rd., Pritchard, mile 104.60 Shuswap Subd.	10,880.00
108907—Sep. 10/62	2 Gates, 2 Flashers and bell	C.P.R.	Local Highway No. 59, (Mission Flats Road), near Kamloops, mile 2.07 Thompson Subd.	18,160.00
			Total	147,200.00

Province of Alberta

Installation of flashers and bell at unprotected crossings.

106696—Jan. 3/62	2 Flashers and bell	C.P.R.	Highway No. 26, near Grainger, mile 49.02 Langdon Subd.	6,880.00
106697—Jan. 3/62	2 Flashers and bell	C.P.R.	Highway No. 10, near Willow Creek, mile 90.38 Langdon Subd.	6,800.00
106698—Jan. 3/62	2 Flashers and bell	C.P.R.	Highway No. 10, near Arcadia, mile 91.92 Langdon Subd.	6,800.00
106842—Jan. 16/62	2 Flashers and bell	N.A.R.	McArthur St., Lac La Biche, mile 112.8 Lac La Biche Subd.	9,680.00
106964—Jan. 25/62	2 Flashers and bell	C.N.R.	Highway No. 41, Elk Point, mile 139.7 Coronado Subd.	7,840.00
107096—Feb. 7/62	2 Flashers and bell	C.N.R.	Main St., Vilna, mile 89.83 Coronado Subd.	7,680.00
107262—Feb. 27/62	2 Flashers and bell	C.P.R.	Highway No. 41, 1 mile west of Rusylvia, mile 47.74 Willingdon Subd.	7,840.00
107275—Mar. 1/62	2 Flashers and bell	N.A.R.	Highway No. 2A, near McLennan, mile 262.94 Smoky Subd.	7,670.00
107379—Mar. 13/62	2 Flashers and bell	C.N.R.	48th Ave. (Highway No. 13), Camrose, mile 48.08 Camrose Subd.	7,840.00
107390—Mar. 13/62	2 Flashers and bell	C.P.R.	Highway No. 12, near Veteran, mile 98.24 Coronation Subd.	7,520.00
107434—Mar. 16/62	2 Flashers and bell	C.P.R.	53rd St., Camrose, mile 70.3 Wetaskiwin Subd.	17,200.00
		C.P.R.	48th St., Camrose, mile 69.9 Wetaskiwin Subd.	
107470—Mar. 21/62	2 Flashers and bell	C.P.R.	Gleichen, mile 124.7 Brooks Subd.	8,000.00
107515—Mar. 23/62	2 Flashers and bell	C.P.R.	7th Ave. N.E., Calgary, mile 2.36 Red Deer Subd.	11,120.00
107673—Apr. 11/62	2 Flashers and bell	C.P.R.	46th Ave., Leduc, mile 78.75 Leduc Subd.	7,400.00
107715—Apr. 17/62	2 Flashers and bell	C.N.R.	Highway No. 36, Galahad, mile 51.42 Alliance Subd.	7,600.00
107720—Apr. 17/62	2 Flashers and 2 bells	C.P.R.	47th Ave. (Osler St.), Wetaskiwin mile 56.34 Leduc Subd.	18,480.00
	2 Flashers and bell	C.P.R.	40th Ave. (Weiler St.), Wetaskiwin mile 56.3 Leduc Subd.	
107734—Apr. 19/62	2 Flashers and bell	C.N.R.	Highway No. 10, near Wayne, mile 59.7 Drumheller Subd.	3,280.00
107740—Apr. 24/62	2 Flashers and bell	C.P.R.	Balzac, mile 13.5 Red Deer Subd.	8,880.00
107743—Apr. 24/62	2 Flashers and bell	C.P.R.	Highway No. 36, Castor, mile 21.81 Lacombe Subd.	7,680.00
108176—Jun. 19/62	2 Flashers and bell	N.A.R.	Highway No. 2, near Smith, mile 130.5 Edmonton Subd.	7,680.00
108163—Jun. 22/62	2 Flashers and bell	N.A.R.	Highway No. 2, near Smith, mile 129.1 Edmonton Subd.	7,480.00
108821—Sep. 7/62	2 Flashers and bell	C.N.R.	Highway No. 36, Hanna, mile 136.07 Endiang Subd.	7,520.00
108848—Sep. 7/62	2 Flashers and bell	C.N.R.	Town Rd., Edgerton, mile 121.32 Unity Subd.	9,280.00
108860—Sep. 7/62	2 Flashers and bell	C.P.R.	Mitchell St., Redcliff, mile 5.79 Brooks Subd.	14,240.00
	2 Flashers and bell	C.P.R.	Broadway Ave., Redcliff, mile 5.4 Brooks Subd.	
109791—Dec. 11/62	2 Flashers and bell	C.P.R.	50th Ave. S.E. Calgary, mile 2.56 MacLeod Subd.	10,800.00
109870—Dec. 18/62	2 Flashers and bell	C.P.R.	49th Ave., Innisfail, mile 75.37 Red Deer Subd.	8,720.00

Installation of flashers and bell in lieu of existing protections.

109697—Nov. 30/62	2 Flashers and bell in lieu of Wig-Wag and bell	C.P.R.	Highway No. 2, Fort MacLeod, mile 30.72 Crowsnest Subd.	6,600.00
109867—Dec. 18/62	2 Flashers and bell in lieu of 2 Wig-Wags and bell	C.P.R.	Highway No. 2A, Cayley, mile 47.58 MacLeod Subd.	8,960.00
			Adjustments made to cover increased grants for projects approved prior to 1962	272.49
			Total	247,742.49

Province of Saskatchewan

Installation of flashers and bell at unprotected crossings.

106970—Jan. 26/62	2 Flashers and bell	C.N.R.	Highway No. 35 (Main St.), Tisdale, mile 72.71 Tisdale Subd.	8,720.00
106971—Jan. 25/62	2 Flashers and bell	C.P.R.	Highway No. 9, Alameda, E. 1-4-3-2 mile 121.5 Estevan Subd.	7,320.00

STATEMENT 7—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTIONS AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND (Continued)

Asterisk denotes project approved prior to current year on a Cost Reserved Basis and a commitment from the Railway Grade Crossing Fund was approved in 1962.

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$ cts.
		PROVINCE OF SASKATCHEWAN—*Concluded*		
107156—Feb. 13/62	2 Flashers and bell	C.N.R.	Highway No. 9, East of Waldron, mile 121.18 Miniota Subd.	8,160.00
107160—Feb. 13/62	2 Flashers and bell	C.P.R.	Highway No. 8 (Raikes St.) Churchbridge, mile 111.10 Bredenbury Subd.	9,600.00
107161—Feb. 13/62	2 Flashers and bell	C.N.R.	Highway No. 3, West of Hudson Bay, S. 7-45-3-2 mile 91.63 Assiniboine Subd.	7,600.00
107188—Feb. 16/62	2 Flashers and bell	C.N.R.	Highway No. 9, Lady Lake, L.22-35-5-2, mile 29.87 Assiniboine Subd.	8,400.00
107227—Feb. 23/62	2 Flashers and bell	C.N.R.	Elphinstone St., Regina, mile 1.99 Regina Terminal Subd.	7,840.00
107230—Feb. 23/62	2 Flashers and bell	C.N.R.	9th Ave. N. (at McAra St.), Regina, mile 91.34 Qu'Appelle Subd.	10,960.00
107266—Feb. 27/62	2 Flashers and bell	C.N.R.	Winnipeg St., (between 4th Ave. N. and 5th Ave. N.), Regina, mile 92.14 Qu'Appelle Subd.	8,080.00
107471—Mar. 21/62	2 Flashers and bell	C.P.R.	Highway No. 14, near Elstow, mile 87.33 Sutherland Subd.	5,280.00
107962—May 23/62	2 Flashers and bell	C.N.R.	Broad St., Regina, mile 93.03 Qu'Appelle Subd.	11,040.00
108838—Sep. 7/62	2 Flashers and bell	C.N.R.	11th St. West, (Ave. Y), Saskatoon, mile 1.93 Govel Subd., West.	11,040.00
108914—Sep. 10/62	4 Flashers and bell	C.N.R.	Highway No. 14, near Unity, mile 57.13 Unity Subd.	9,440.00
109022—Sep. 19/62	2 Flashers and bell	C.N.R.	11th St. West (Dundonald Ave.) Saskatoon, mile 4.96 Govel Subd.	11,040.00
109359—Oct. 25/62	2 Flashers and bell	C.P.R.	Main St., Oxbow, mile 114.82 Estevan Subd.	10,840.00
109770—Dec. 7/62	2 Flashers and bell	C.P.R.	Highway No. 4, near Dunfermline, mile 10.48 Wilkie Subd.	9,420.00
109869—Dec. 18/62	2 Flashers and bell	C.N.R.	Highway No. 15, near Kenaston, mile 109.59 Craik Subd.	9,600.00
109897—Dec. 18/62	2 Flashers and bell	C.P.R.	Highway No. 35, near Elfros, mile 98.55 Wynyard Subd.	8,080.00
Installation of flashers and bell in lieu of existing protections				
108125—Jun. 13/62	2 Flashers and bell in lieu of existing wig-wag	C.P.R.	McLean, mile 69.24 Indian Head Subd.	6,240.00
109776—Dec. 7/62	2 Flashers and bell in lieu of Danger Sign and bell	C.P.R.	Anderson St., Grenfell, mile 15.7 Indian Head Subd.	5,120.00
			Total	173,820.00
		PROVINCE OF MANITOBA		
Installation of flashers and bell at unprotected crossings				
106755—Jan. 10/62	2 Flashers and bell	C.P.R.	Highway No. 23, Dufrost, mile 38.35 Emerson Subd.	7,320.00
106757—Jan. 10/62	2 Flashers and bell	C.P.R.	Highway No. 14, Plum Coulee, mile 64.29 LaRiviere Subd.	7,160.00
106762—Jan. 10/62	2 Flashers and bell	C.P.R.	P.T.H. No. 14, near Rosenfeld, mile 0.78 Gretna Subd.	7,600.00
106788—Jan. 11/62	2 Flashers and bell	C.N.R.	Highway No. 10, Brickson, mile 30.63 Rossburn Subd.	8,080.00

106789—Jan.	11/62	2 Flashers and bell	C.P.R.	Highway No. 1, Virden, mile 0.96 Neudorf Subd.	8,160.00
106790—Jan.	11/62	2 Flashers and bell	C.P.R.	Highway No. 1, Brandon E., mile 5.19 Rapid City Subd.	6,960.00
106791—Jan.	11/62	2 Flashers and bell	C.N.R.	Highway No. 83, Benito, mile 19.1 Preeceville Subd.	10,080.00
106798—Jan.	12/62	2 Flashers and bell	C.P.R.	Highway No. 34, Holland, mile 81.47 Glenboro Subd.	7,040.00
106801—Jan.	12/62	2 Flashers and bell	C.P.R.	Highway No. 2, Newstead, mile 141.33 Glenboro Subd.	8,800.00
106823—Jan.	15/62	2 Flashers and bell	C.N.R.	Highway No. 10, Cowan North, mile 72.35 Cowan Subd.	8,960.00
106895—Jan.	19/62	2 Flashers and bell	C.N.R.	Highway No. 23, (Boyne Ave.), Morris, mile 37.47 Letellier Subd.	12,720.00
106960—Jan.	25/62	2 Flashers and bell	C.P.R.	Highway No. 23, Morris, mile 40.87 LaRiviere Subd.	9,200.00
106963—Jan.	25/62	2 Flashers and bell	C.N.R.	4th St., Bowsman, mile 9.58 Erwood Subd.	9,920.00
107052—Feb.	2/62	2 Flashers and bell	C.P.R.	Highway No. 21, Hartney, mile 32.9 Estevan Subd.	8,560.00
107053—Feb.	2/62	2 Flashers and bell	C.P.R.	Highway No. 4, Molson North, mile 46.35 Lac du Bonnet Subd.	7,320.00
107198—Feb.	16/62	2 Flashers and bell	C.N.R.	Highway No. 41, St. Lazare, mile 61.24 Miniota Subd.	8,000.00
108021—May	30/62	2 Flashers and bell	C.N.R.	Nairn Ave. (Regent Ave. W.) Transcona, mile 0.56 Victoria Beach Subd.	10,000.00
108778—Sep.	5/62	2 Flashers and bell	C.P.R.	Inkster Blvd., Winnipeg, mile 1.72 Winnipeg Beach Subd.	7,720.00
108898—Sep.	10/62	2 Flashers and bell	C.N.R.	Kingsway Ave., Winnipeg, mile 1.68 oak Point Subd.	8,160.00
108899—Sep.	10/62	2 Flashers and bell	C.N.R.	Sargent Ave., St. James, mile 3.55 Oak Point Subd.	11,440.00
109081—Sep.	26/62	2 Flashers and bell	C.N.R.	Parker Ave., Winnipeg, mile 0.18 Letellier Subd.	9,280.00
109541—Nov.	14/62	2 Flashers and bell	C.N.R.	Highway No. 50, McCreary, mile 139.54 Gladstone Subd.	10,480.00
109611—Nov.	22/62	2 Flashers and bell	C.N.R.	Highway No. 2, Oak Bluff West, mile 6.15 Carman Subd.	8,880.00
109614—Nov.	23/62	2 Flashers and bell	C.N.R.	Highway No. 21, Ralston, mile 25.24 Cromer Subd.	8,400.00
109694—Nov.	30/62	2 Flashers and bell	C.P.R.	Highway No. 59, St. Clements, mile 16.93 Lac du Bonnet Subd.	7,720.00
109654—Nov.	27/62	4 Flashers and 2 bells	C.P.R.	Highway No. 101, Parish of St. Paul, mile 4.73 Lac du Bonnet Subd.	8,800.00
109699—Nov.	30/62	2 Flashers and bell	C.N.R.	Singoosh Rd., Grandview, mile 29.13 Togo Subd.	10,400.00
109766—Dec.	7/62	2 Flashers and bell	C.P.R.	Highway No. 50, near Westbourne, mile 21.91 Minnedosa Subd.	7,760.00
109771—Dec.	7/62	2 Flashers and bell	C.P.R.	Highway No. 25, South of Varco, mile 14.5 Rapid City Subd.	7,600.00
Installation of short arm gates, flashers and bell at unprotected crossings.					
108840—Sep.	7/62	2 Gates, 2 Flashers and bell	C.N.R.	King St., Transcona, mile 246.63 Redditt Subd.	20,160.00
108852—Sep.	7/62	2 Gates, 2 Flashers and bell	C.P.R.	Munroe Ave., East Kildonan, mile 122.86 Keewatin Subd.	18,880.00
108901—Sep.	10/62	2 Gates, 2 Flashers and bell	C.P.R.	Main St., Portage la Prairie, mile 55.6 Carberry Subd.	24,000.00
				Adjustments made to cover increased grants for projects approved prior to 1962	2,723.61
				Total	318,283.61

PROVINCE OF ONTARIO

Installation of flashers and bell at unprotected crossings.					
106756—Jan.	10/62	2 Flashers and bell	C.P.R.	Moodies Sideroad, Britannia, Twp. of Nepean, mile 7.95 Carleton Place Subd.—$7,600.00	8,869.27
109131—Oct.	4/62			Increased grant of 1,269.27	
106764—Jan.	10/62	2 Flashers and bell	C.N.R.	Highway No. 541, near Garson Jct., mile 0.65 Sudbury Terminal Subd.	7,120.00

STATEMENT 7—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTIONS AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND (Continued)

Asterisk denotes project approved prior to current year on a Cost Reserved Basis and a commitment from the Railway Grade Crossing Fund was approved in 1962.

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$ cts.
		PROVINCE OF ONTARIO—*Continued*		
106778—Jan. 9/62	2 Flashers and bell	C.P.R.	County Road No. 93, County of Wellington, mile 50.23 Goderich Subd.	7,760.00
106890—Jan. 18/62	2 Flashers and bell	C.N.R.	Highway No. 62, near Bancroft, mile 84.45 Maynooth Subd.	9,280.00
106925—Jan. 24/62	2 Flashers and bell	C.N.R.	Lisgar St. (Highway No. 132), Renfrew, mile 43.80 Renfrew Subd.	9,920.00
106998—Jan. 30/62	2 Flashers and bell	C.P.R.	Highway No. 627, near Heron Bay, Twp. of Pic mile 55.11 Heron Bay Subd.	9,280.00
106999—Jan. 30/62	2 Flashers and bell	T.H.&B.	Highway No. 99, County of Wentworth, mile 46.75 Waterford Subd.	6,702.95
107086—Feb. 6/62	2 Flashers and bell	C.&O.	McNaughton Ave., Chatham, mile 19.25 No. 2 Subd.	7,223.20
107087—Feb. 6/62	2 Flashers and bell	C.P.R.	Highway No. 38, (north of Verona), Twp. of Portland, mile 77.27 Kingston Subd.	7,680.00
107088—Feb. 6/62	2 Flashers and bell	C.N.R.	Highway No. 541, Baileys Corners, mile 134.50 Alderdale Subd.	8,960.00
107107—Feb. 8/62	2 Flashers and bell	C.N.R.	Blue Line Road, Twp. of Townsend, mile 70.91 Cayuga Subd	8,320.00
107337—Mar. 7/62	2 Flashers and bell	C.P.R.	County Rd. (Dummer Rd.), County of Peterborough, mile 5.94 Peterborough Subd.	9,600.00
107396—Mar. 13/62	2 Flashers and bell	C.N.R.	Highway No. 42, near Forfar, mile 54.35 Smiths Falls Subd.	8,400.00
107399—Mar. 13/62	2 Flashers and bell	C.N.R.	Havendale Rd., Agincourt, mile 55.15, Uxbridge Subd.	8,240.00
107401—Mar. 13/62	2 Flashers and bell	C.N.R.	Highway No. 621, Sleeman, mile 137.09 Fort Frances Subd.	10,560.00
107469—Mar. 21/62	2 Flashers and bell	C.P.R.	County Road No. 15, County of Peel, mile 4.3 Orangeville Subd.	7,840.00
107568—Mar. 30/62	2 Flashers and bell	C.P.R.	McMurchy Ave. Brampton, mile 7.3 Orangeville Subd.	10,400.00
107620—Apr. 5/62	2 Flashers and bell	C.N.R.	Dennie St. (Highway No. 545), Capreol, mile 144.3 Alderdale Subd.	10,760.00
107747—Apr. 25/62	2 Flashers and bell	C.N.R.	Highway No. 33, Twp. Ameliasburgh, mile 21.48 Picton Subd.	9,920.00
107792—Apr. 30/62	2 Flashers and bell	C.N.R.	County Rd. No. 10, east of Glen Robertson, mile 70.69 Alexandria Subd.	13,280.00
107800—May 2/62	2 Flashers and bell	C.N.R.	County Rd. No. 15 (Labrosse St.), Moose Creek, mile 97.98 Alexandria Subd.	13,360.00
107870—May 9/62	2 Flashers and bell	C.N.R.	Donald St., Pinewood, mile 131.19 Fort Frances Subd.	11,280.00
107885—May 11/62	2 Flashers and bell	C.N.R.	Highway No. 613, 1st crossing east of Devlin Stn., mile 101.28 Fort Frances Subd.	12,320.00
107898—May 16/62	2 Flashers and bell	C.N.R.	Merivale Rd., Merivale, mile 1.62 Smiths Falls Subd.	9,600.00
107913—May 16/62	2 Flashers and bell	C.N.R.	Greenlane Rd., Thornlea, mile 16.52 Bala Subd.	15,536.00

107914—May 16/62	2 Flashers and bell	C.N.R.	West Colborne St., Brantford, mile 1.64 Burford Subd	8,760.00
107915—May 16/62	2 Flashers and bell	C.N.R.	Hillsview Drive, Richmond Hill, mile 20.18 Bala Subd	11,280.00
107994—May 28/62	2 Flashers and bell	C.N.R.	Second St., London, mile 29.27 Thorndale Subd	9,600.00
108002—May 29/62	2 Flashers and bell	C.N.R.	Attlee St., Sudbury, mile 2.98 Sudbury Terminal Subd	7,200.00
108096—Jun. 11/62	2 Flashers and bell	C.P.R.	St. George St., London, mile 0.17 Windsor Subd	10,000.00
108099—Jun. 11/62	2 Flashers and bell	C.N.R.	Highway No. 520, Arbeg, mile 25.07 Sudbury Subd	10,344.00
108100—Jun. 11/62	2 Flashers and bell	C.N.R.	Culver Side Road (east of Simcoe), Twp. of Townsend, mile 71.29 Cayuga Subd	6,000.00
108102—Jun. 11/62	2 Flashers and bell	C.N.R.	No. 10 Sideroad, Twp. of Trafalgar, mile 12.52, Milton Subd.	9,120.00
108104—Jun. 11/62	2 Flashers and bell	C.N.R.	Highway No. 609 (1st crossing east of stn.) Quibell, mile 74.62 Redditt Subd	10,000.00
108121—Jun. 13/62	2 Flashers and bell	L.&P.S.R.	Bridge St. Crossing (Highway No. 4), Port Stanley, mile 23.8 Main Line Subd	4,800.00
108806—Sep. 6/62	2 Flashers and bell	C.P.R.	Victoria St., Shelburne, mile 15.56 Owen Sound Subd	9,920.00
108813—Sep. 6/62	2 Flashers and bell	C.P.R.	Twp. Road, East of Innerkip Stn., mile 81.32 Galt Subd	8,560.00
108817—Sep. 6/62	2 Flashers and bell	C.P.R.	Smith St. (Old Highway 17), Nairn, mile 32.86 Webbwood Subd	9,120.00
108824—Sep. 7/62	2 Flashers and bell	C.&O.	County Rd. No. 14, Twp. of Harwich, mile 14.8 No. 2 Subd.	8,726.40
108836—Sep. 7/62	2 Flashers and bell	C.P.R.	Adeline St., Sault Ste. Marie, mile 128.24 Thessalon Subd	9,280.00
108845—Sep. 7/62	2 Flashers and bell	C.P.R.	County Rd. No. 64, near Fergus, mile 24.69 Elora Subd	7,520.00
108853—Sep. 7/62	2 Flashers and bell	C.P.R.	Highway No. 7-A (King St.), Bethany, mile 2.25 Bobcaygeon Subd	6,480.00
108855—Sep. 7/62	2 Flashers and bell	C.P.R.	County Rd. No. 69, near Arthur, mile 16.21 Teeswater Subd.	7,600.00
108859—Sep. 7/62	2 Flashers and bell	C.N.R.	Suburban Rd. No. 68, Twp. of Guelph mile 26.59 Fergus Subd	7,976.00
108861—Sep. 7/62	2 Flashers and bell	C.P.R.	Simpson St., Sault Ste. Marie, mile 130.68 Thessalon Subd	9,120.00
108863—Sep. 7/62	2 Flashers	C.N.R.	Bowes St. (Highway 69B), Parry Sound, mile 0.46 Industrial Spur	3,680.00
108866—Sep. 7/62	2 Flashers	C.N.R.	Great North Road, Parry Sound, mile 0.55 Parry Sound Industrial Spur (Sudbury Subd.)	5,120.00
108871—Sep. 7/62	2 Flashers and bell	C.P.R.	County Rd. No. 71A, Orton, mile 12.70 Elora Subd	9,520.00
108876—Sep. 7/62	2 Flashers and bell	C.N.R.	County Rd. No. 42, east of Hawthorne mile 127.48 Alexandria Subd	12,960.00
108881—Sep. 7/62	2 Flashers and bell	C.P.R.	Suburban Rd. No. 62 (near Guelph), Twp. of Guelph, mile 35.63 Goderich Subd	7,520.00
108900—Sep. 10/62	2 Flashers and bell	C.N.R.	County Rd. No. 24, Twp, of Pembroke, mile 83.32 Beachburg Subd	7,464.00
108902—Sep. 10/62	2 Flashers and bell	C.P.R.	Pine St., Sault Ste. Marie, mile 130.33 Thessalon Subd	11,280.00
108919—Sep. 10/62	2 Flashers and bell	C.N.R.	Highway No. 58, Thorold, mile 5.09 Thorold Subd	10,080.00
109024—Sep. 19/62	2 Flashers and bell	A.G.&H.B. C.P.R.	Hudson St., Sault Ste. Marie, mile 132.70 Thessalon Subd	8,800.00
109054—Sep. 21/62	2 Flashers and bell	C.N.R.	Woodworth Ave., St. Thomas mile 118.46 Cayuga Subd	7,200.00
109062—Sep. 25/62	2 Flashers and bell	C.N.R.	County Rd. No. 91, Twp. of Minto, mile 0.54 Durham Subd.	8,688.00
		C.N.R.	Twp. Road, Twp. of Minto, mile 0.53 Durham Subd	2,000.00
109074—Sep. 26/62	2 Flashers and bell	C.P.R.	Huron St., Sault Ste. Marie, mile 132.58 Thessalon Subd	8,320.00
109094—Sep. 27/62	2 Flashers and bell	C.N.R.	Sebringville, mile 5.15 Goderich Subd	7,096.00
109402—Oct. 29/62	2 Flashers and bell	C.N.R.	Stanley St., Brantford, mile 74.51 Dunnville Subd	7,544.00
109484—Nov. 6/62	2 Flashers and bell	C.P.R.	Regent St. South, Sudbury, mile 0.82 Nickel Subd	7,600.00
109485—Nov. 6/62	2 Flashers and bell	C.N.R.	Highway No. 59, near Tillsonburg, at Courtland, mile 90.11 Cayuga Subd	8,936.00

STATEMENT 7—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTIONS AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND (Continued)

Asterisk denotes project approved prior to current year on a Cost Reserved Basis and a commitment from the Railway Grade Crossing Fund was approved in 1962.

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$ cts.
		PROVINCE OF ONTARIO—*Continued*		
109498—Nov. 8/62	2 Flashers and bell	C.N.R.	Highways 29 and 15, Smiths Falls, mile 33.81 Smiths Falls Subd.	9,200.00
109589—Nov. 21/62	2 Flashers and bell	C.N.R.	Germanville Rd., North Bay, mile 63.0 Alderdale Subd.	8,880.00
109689—Nov. 30/62	2 Flashers and bell	C.P.R.	County Rd. No. 9, County of Middlesex, mile 21.17 Windsor Subd.	8,240.00
109690—Nov. 30/62	2 Flashers and bell	C.P.R.	County Rd. No. 10, Twp. of Caradoc, mile 16.64 Windsor Subd.	7,600.00
109692—Nov. 30/62	2 Flashers and bell	C.N.R.	County Rd. No. 9, West of Longwood, mile 11.39 Longwood Subd.	9,256.00
109817—Dec. 14/62	3 Flashers and 2 bells	C.&O.	Forhan St., Wallaceburg, mile 41.9 No. 2 Subd.	12,025.00
Installation of short arm gates, flashers and bell at unprotected crossings				
107196—Feb. 16/62	2 Gates, 2 Flashers and bell	C.P.R.	Harry St., Sudbury, mile 77.25 Cartier Subd.	19,680.00
107274—Mar. 1/62	3 Gates, 4 Flashers and 2 bells	C.N.R.	Glendale Ave., St. Catharines (Merritton) mile 7.59 Thorold Subd., and 9.24 Grimsby Subd.	37,040.00
107287—Mar. 1/62	2 Gates, 2 Flashers and bell	C.P.R.	Highway No. 596, Twp. of Pellatt, mile 7.72 Keewatin Subd.	14,000.00
107505—Mar. 23/62	2 Gates, 2 Flashers and bell	C.N.R.	Centre Road, Cornwall, mile 71.37 Cornwall Subd.	17,040.00
107718—Apr. 17/62	2 Gates, 2 Flashers and bell	C.N.R.	Bartholomew St., Brockville, mile 124.88 Cornwall Subd.	18,720.00
107721—Apr. 17/62	2 Gates, 2 Flashers and bell	C.P.R.	Highway No. 594, Twp. of Aubrey, (Eagle River), mile 79.4 Ignace Subd.	23,280.00
107804—May 2/62	2 Gates, 2 Flashers and bell	C.P.R.	County Rd. No. 3, Inkerman, mile 91.26 Winchester Subd.	15,680.00
107805—May 2/62	4 Flashers and 2 bells	C.P.R.	Peter and Wellington Streets, Toronto, mile 0.5 Galt Subd., (King St. Yard Spur)—$9,760.00	13,255.84
109608—Nov. 22/62			Increase grant of—$3,495.84	
108010—May 30/62	2 Gates, 2 Flashers and bell	C.P.R.	North St., Perth, mile 11.72 Belleville Subd.	23,040.00
108780—Sep. 5/62	2 Gates, 2 Flashers and bell	C.N.R.	No. 17 Sideroad, near Georgetown, mile 23.88 Milton Subd.	8,560.00
108794—Sep. 6/62	2 Gates, 2 Flashers and bell	C.N.R.	Baseline Rd., Twp. of Trafalgar, mile 8.62 Milton Subd.	8,608.00
108829—Sep. 7/62	2 Gates, 2 Flashers and bell	C.N.R.	Dublin St., Guelph, mile 49.09 Brampton Subd.	16,488.00
108888—Sep. 7/62	2 Gates, 2 Flashers and bell	C.N.R.	Manse Rd., Twp. of Scarborough, mile 319.90 Oshawa Subd.	20,640.00
109019—Sep. 19/62	2 Gates, 2 Flashers and bell	C.N.R.	7th Line Rd., Twp. of Esquesing, mile 24.00 Milton Subd.	8,560.00
109056—Sep. 21/62	2 Gates, 3 Flashers and bell	C.P.R.	North Gov't. Road, Keewatin, mile 3.15 Keewatin Subd.	19,100.00
109105—Sep. 27/62	2 Gates, 3 Flashers and bell	C.P.R.	North Queen St., Twp. of Etobicoke, mile 0.91 Canpa Subd.	38,000.00
109509—Nov. 9/62	2 Gates, 2 Flashers and bell	C.N.R.	15th St., Jordan, mile 16.65 Grimsby Subd.	21,880.00
109511—Nov. 9/62	2 Gates, 2 Flashers and bell	C.N.R.	County Rd. No. 36, Twp. of Tilbury East, mile 73.99 Chatham Subd.	15,840.00

109616—Nov. 23/62	2 Gates, 2 Flashers and bell	C.N.R.	East of Collins Bay, mile 180.11 Gananoque Subd.	26,320.00	
109704—Dec. 3/62	2 Gates, 2 Flashers and bell	C.N.R.	2nd Line West, Twp. of Chinguacousy, mile 23.08 Brampton Subd.	7,200.00	
109705—Dec. 3/62	2 Gates, 2 Flashers and bell	C.N.R.	5th Line West, Brampton, mile 25.97 Brampton Subd.	7,200.00	
109768—Dec. 7/62	2 Gates, 2 Flashers and bell	C.P.R.	Town Line Rd., Twps. of Toronto and Trafalgar, mile 24.65 Galt Subd.	31,920.00	
109949—Dec. 26/62	2 Gates, 2 Flashers and bell	C.N.R.	Highway No. 590 (Oliver Rd.), near Kakabeka Falls, mile 21.95 Kashabowie Subd.	13,280.00	
109985—Dec. 28/62	2 Gates, 2 Flashers and bell	C.N.R.	Town Line Rd., between Town of Burlington and Trafalgar Twp., mile 7.67 Milton Subd.	8,696.00	
Installation of flashers and bell in lieu of existing protections					
107025—Feb. 1/62	2 Flashers and bell in lieu of 1 Wig-Wag and bell.	T.H.&B.	Highway No. 99, near Mineral Springs, mile 47.49 Waterford Subd.	4,990.88	
107733—Apr. 19/62	2 Flashers and bell in lieu of existing bell	C.N.R.	Ontario St., Burlington, mile 6.41 Beach Subd.	8,960.00	
107821—May 3/62	2 Flashers and bell in lieu of Wig-Wag and bell	L.E.&N.	Highway No. 3, Simcoe, mile 42.93 Port Dover Subd.	6,960.00	
107905—May 16/62	2 Flashers, 1 bell in lieu of Wig-Wag and bell	L.E.&N.	Highway No. 24, Bloomsburg, mile 40.20 Port Dover Subd.	6,960.00	
108103—Jun. 11/62	2 Flashers and bell in lieu of Wig-Wag and bell	C.P.R.	Highway No. 14, Bonarlaw, mile 79.99 Havelock Subd.	6,880.00	
108164—Jun. 19/62	2 Flashers and bell in lieu of Wig-Wag and bell	T.H.&B.	Highway No. 52, Twp. of Ancaster, mile 48.99 Waterford Subd.	5,464.00	
108776—Sep. 5/62	2 Flashers and bell in lieu of 2 Wig-Wags and bells	C.P.R.	Highway No. 2, Chatham, mile 62.23 Windsor Subd.	7,360.00	
108796—Sep. 6/62	2 Flashers and bell in lieu of existing danger sign and bell	C.P.R.	Main St., Shelburne, mile 15.95 Owen Sound Subd.	8,960.00	
108826—Sep. 7/62	2 Flashers and bell in lieu of Wig-Wag and bell	C.P.R.	Blenheim Rd., Galt, mile 58.91 Galt Subd.	7,040.00	
108831—Sep. 7/62	2 Flashers and bell in lieu of 2 Wig-Wags and 2 bells	C.P.R.	Formerly Highway No. 17, near Copper Cliff Stn., mile 4.59 Webbwood Subd.	6,160.00	
108833—Sep. 7/62	2 Flashers and bell in lieu of Wig-Wag and bell	C.P.R.	Highway No. 12, Myrtle, mile 63.66 Peterboro Subd.	7,520.00	
108958—Sep. 13/62	2 Flashers and bell in lieu of Danger Sign and bell	C.N.R.	Side Road, West of Uhthoff, mile 53.42 Midland Subd.	5,600.00	
109030—Sep. 20/62	2 Flashers, 1 bell in lieu of Wig-Wags and bell	L.&P.S.	Highway No. 4, near St. Thomas, mile 17.1 Main Line Subd.	5,107.20	
109186—Oct. 10/62	2 Flashers and bell in lieu of Wig-Wag and bell	C.P.R.	Northumberland St., Ayr, mile 67.6 Galt Subd.	9,120.00	
109332—Oct. 23/62	2 Flashers and bell in lieu of Wig-Wag and bell	C.P.R.	Highway No. 30, Havelock, mile 0.44 Peterboro Subd.	7,680.00	
109339—Oct. 24/62	2 Flashers and bell in lieu of 2 Wig-Wags and bell	C.&O.	Highway No. 2, Windsor, mile 5.20 No. 1 Subd.	7,174.40	
109345—Oct. 24/62	2 Flashers and bell in lieu of Wig-Wag and bell	C.P.R.	Highway No. 41, Kaladar, mile 46.57 Havelock Subd.	7,360.00	
109537—Nov. 14/62	2 Flashers and bell in lieu of Wig-Wag and bell	C.&O.	Hwy. No. 3, Ruthven, mile 34.30, No. 1 Subd.	7,130.00	
Installa tion of short arm gates in lieu of or in addition to existing protections.					
106840—Jan. 16/62	2 Gates, 2 Flashers and 2 bells in lieu of existing Flashers and bell	C.P.R.	Pharmacy Ave., Twp. of Scarborough, mile 99.47 Oshawa Subd.	15,600.00	
107124—Feb. 9/62	2 Gates, 2 Flashers and bell in lieu of 2 Wig-Wags and 2 bells	M.C.R.	Wellandport Rd., County of Welland, mile 26.13 Main Line Subd.	12,576.00	
107170—Feb. 14/62	2 Flashers and bell in lieu of Manual Gates	C.P.R.	Thames St., Ingersoll, mile 8.90 St. Thomas Subd.	8,800.00	
107526—Mar. 23/62	2 Gates, 2 Flashers and bell in lieu of 2 Wig-Wags and bells	N.Y.C.	County Rd. No. 40 (East St.), Springfield mile N.F. 101.63 Main Line Subd.	18,810.00	
107803—May 2/62	2 Gates in addition to existing protection	C.N.R.	Main St. (County Rd. No. 3), Lynden, mile 13.91 Dundas Subd.	21,200.00	
108006—May 30/62	2 Gates in addition to existing protection	C.N.R.	Oxford St., Strathroy, mile 20.29 Strathroy Subd.	83,920.00	
	2 Gates, 2 Flashers and bell in addition to existing protection	C.N.R.	Caradoc St., Strathroy, mile 19.8 Strathroy Subd.		
	2 Gates in addition to existing protection	C.N.R.	Richmond St., Strathroy, mile 20.19 Strathroy Subd.		
108006—May 30/62	2 Gates, 2 Flashers and bell in addition to existing protection	C.N.R.	Metcalfe St., Strathroy, mile 20.04 Strathroy Subd.	51,440.00	
	2 Gates in addition to existing protection	C.N.R.	Victoria St., Strathroy, mile 20.39 Strathroy Subd.		

STATEMENT 7—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTIONS AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND (Continued)

Asterisk denotes project approved prior to current year on a Cost Reserved Basis and a commitment from the Railway Grade Crossing Fund was approved in 1962.

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$
		PROVINCE OF ONTARIO—*Concluded*		
108807—Sep. 6/62	2 Gates, 2 Flashers, 1 bell in lieu of Wig-Wag and bell	C.P.R.	Thomas St., Streetsville, mile 20.67 Galt Subd.	24,160.00
108812—Sep. 6/62	2 Gates, 2 Flashers and bell in lieu of 2 Wig-Wags and bell	N.Y.C.	Stanley St., Niagara Falls, mile N.F. 3.39 Main Line Subd.	19,788.00
109007—Sep. 18/62	2 Gates in addition to existing flashers and bell	C.N.R.	Glasgow St., Guelph, mile 49.21 Brampton Subd.	11,536.00
109015—Sep. 19/62	1 Gate, 1 Flasher, 1 bell in lieu of 2 Mechanical Gates	C.&O.	Walker Road, Windsor, mile 0.3 No. 1 Subd.	*10,546.40
109015—Sep. 19/62	1 Gate, 1 Flasher, 1 bell in lieu of 2 Mechanical Gates	C.P.R.	Walker Road, Windsor, mile 105.65 Chatham Subd.	*12,560.00
109086—Sep. 27/62	2 Gates in addition to existing flashers	C.N.R.	Edinburgh Rd., Guelph, mile 49.54 Brampton Subd.	19,680.00
109087—Sep. 27/62	2 Gates in addition to existing flashers	C.N.R.	Yorkshire St., Guelph, mile 49.33 Brampton Subd.	11,200.00
109152—Oct. 4/62	2 Gates in addition to existing flashers	C.N.R.	Highway No. 34 (Main St.), Lancaster, mile 53.82 Cornwall Subd.	26,000.00
109181—Oct. 10/62	2 Gates, 2 Flashers and bell in lieu of 2 Wig-Wags, 2 bells	C.P.R.	Highway No. 34, Green Valley, mile 49.10 Winchester Subd.	22,800.00
109304—Oct. 19/62	2 Gates, 2 Flashers and bell in lieu of 2 Wig-Wags and bell	N.Y.C.	County Rd., No. 14, Twp. of Windham, mile N.F. 76.76 Main Line Subd.	19,238.00
109410—Oct. 30/62	1 Gate, 1 Flasher, 1 bell in lieu of 2 Wig-Wags and 2 bells	N.Y.C.	Highway No. 76 (Graham St.), West Lorne, mile 140.49 Main Line Subd.	23,196.00
109665—Nov. 28/62	1 Gate, 2 Flashers, 1 bell in lieu of Wig-Wag and bell	C.&O.	County Rd. No. 21, Muirkirk, mile 90.80 No. 1 Subd.	11,615.00
	2 Gates, 2 Flashers and bell in lieu of Wig-Wags and 2 bells	N.Y.C.	County Rd. No. 21, Muirkirk, mile N.F. 150.96 Main Line Subd.	22,299.00
109948—Dec. 26/62	2 Gates in addition to existing flashers	C.N.R.	Main St., Lansdowne, mile 146.70 Gananoque Subd.	24,160.00
Improvements to existing protections.				
107150—Feb. 13/62	One additional Flasher	C.N.R.	Christina St., Sarnia, mile 0.66 Point Edward Subd.	6,160.00
107398—Mar. 13/62	Modernize existing flashers and bell	C.N.R.	Sheppard Ave. (Lansing Rd.), Agincourt, mile 55.63 Uxbridge Subd.	7,603.00
107465—Mar. 20/62	Changes in lighting	C.N.R.	Near Torrance, mile 110.58 Bala Subd.	768.00
107596—Apr. 4/62	Improve lighting and modernize circuits	C.N.R.	Highway No. 19, Tillsonburg, mile 94.38 Cayuga Subd.	6,880.00
107608—Apr. 5/62	Improve lighting and modernize circuits	C.N.R.	Highway No. 69, near Dock Siding, Twp. of Humphrey, mile 131.0 Bala Subd.	4,904.00

107609—Apr.	5/62	Improve lighting and modernize circuits	C.N.R.	Highway No. 69, Torrance, mile 111.60 Bala Subd.	5,176.00
107611—Apr.	5/62	One additional Flasher	C.N.R.	King St., Port Colborne, mile 19.17 Dunnville Subd.	8,400.00
107697—Apr.	17/62	Improve lighting and modernize circuits	C.N.R.	Kathleen St., Sudbury, mile 5.80 Sudbury Terminals Subd.	4,160.00
108221—Jun.	25/62	One additional flasher	C.N.R.	Lyon Ave., Forest Hill, mile 1.5 Belt Line Subd.	4,720.00
108825—Sep.	7/62	Install cantilever type signals in lieu of flashers and bell	C.N.R.	Main St., Hamilton, mile 0.93 Hagersville Subd.	6,400.00
108834—Sep.	7/62	One additional flasher	C.N.R.	Waterloo St., New Hamburg, mile 75.12 Brampton Subd.	5,600.00
108854—Sep.	7/62	Install cantilever type signals in lieu of flashers	C.N.R.	King St., Hamilton, mile 0.86 Hagersville Subd.	432.00
108868—Sep.	7/62	Conversion of manual gates to automatic	C.N.R.	Victoria Ave. Hamilton, mile 42.99 Grimsby Subd.	
			C.N.R.	Wellington St., Hamilton, mile 43.14 Grimsby Subd.	61,520.00
			C.N.R.	Wentworth St., Hamilton, mile 42.61 Grimsby Subd.	
108903—Sep.	10/62	Changes to manually operated gates	C.N.R.	Waterloo St., Kitchener, mile 62.9 Brampton Subd.	
			C.N.R.	Weber St., Kitchener, mile 62.71 Brampton Subd.	
			C.N.R.	Ahrens St., Kitchener, mile 62.6 Brampton Subd.	29,520.00
			C.N.R.	Duke St., Kitchener, mile 62.8 Brampton Subd.	
			C.N.R.	King St., Kitchener, mile 63.03 Brampton Subd.	
108918—Sep.	10/62	Replace existing gates with modern type short arm gates	C.N.R. & C.P.R.	Old Weston Rd., Toronto, mile 4.99 Brampton Subd., and mile 0.3 MacTier Subd.	13,504.00
108995—Sep.	18/62	Modernize control circuits and install additional gates	C.N.R.	L'Esperance Rd., Tecumseh, mile 99.31 Chatham Subd.	21,800.00
109041—Sep.	20/62	Conversion of manual gates to automatic	C.&O.	Devonshire Rd., Windsor, mile 0.10 No. 1 Subd.	14,057.60
109041—Sep.	20/62	Conversion of manual gates to automatic	C.N.R.	Devonshire Rd., Windsor, mile 105.87 Chatham Subd.	18,400.00
109151—Oct.	4/62	One additional flasher	C.N.R.	Highway No. 4 (Main St.), Lucan, mile 14.89 Forest Subd.	7,704.00
109932—Dec.	20/62	Improve lighting and modernize circuits	C.N.R.	Highway No. 12, Brechin East, mile 71.60 Bala Subd.	1,584.00
				Adjustments made to cover increased grants for projects approved prior to 1962	10,184.65
				Total	1,885,401.19

PROVINCE OF QUEBEC

Installation of flashers and bell at unprotected crossings

106760—Jan.	10/62	2 Flashers and bell	C.N.R.	Highway No. 2A, Village of St. Pierre, mile 83.01 Montmagny Subd.	12,400.00
106766—Jan.	10/62	2 Flashers and bell	C.N.R.	Du Moulin Rd., St. Adelphe, mile 62.71 La Tuque Subd.	8,720.00
106847—Jan.	16/62	2 Flashers and bell	C.N.R.	Highway No. 4 (St. Joseph St.), Ste. Martine de Beauharnois, mile 0.28 Beauharnois Subd.	8,000.00
106983—Jan.	29/62	2 Flashers and bell	Q.C.R.	Range III Rd., Tring Jct., mile 88.39 Quebec Subd.	9,016.00
107090—Feb.	6/62	2 Flashers and bell	C.P.R.	Kempt Rd., St. Athanase, mile 16.32 Adirondack Subd.	12,240.00
107261—Feb.	27/62	2 Flashers and bell	C.P.R.	Highway No. 57, Montebello, mile 74.89 Lachute Subd.	10,680.00
107293—Mar.	2/62	2 Flashers and bell	C.P.R.	Highway No. 46, Temiscamingue, mile 42.08 Timiskaming Subd.	8,400.00
107472—Mar.	21/62	2 Flashers and bell	C.P.R.	Highway No. 22 (St. Joseph Blvd.), Drummondville, mile 0.90 Enginehouse Lead from mile 59.5 Drummondville Subd.	7,136.00
107477—Mar.	21/62	2 Flashers and bell	C.P.R.	Highway No. 22, Drummondville, mile 58.58 Drummondville Subd.	7,320.00
107745—Apr.	24/62	2 Flashers and bell	C.N.R.	Springer St., Chapais, mile 1.3 Opemiska Spur leading from mile 79.0 Opemiska Subd.	8,480.00
107814—May	3/62	2 Flashers and bell	C.P.R.	Champlain St., St. Jean, mile 19.88 Adirondack Subd.	11,600.00

STATEMENT 7—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTIONS AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND (Continued)

Asterisk denotes project approved prior to current year on a Cost Reserved Basis and a commitment from the Railway Grade Crossing Fund was approved in 1962.

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$ cts.
		PROVINCE OF QUEBEC—*Concluded*		
107855—May 7/62	2 Flashers and bell	C.N.R.	Beaudry St., Joliette, mile 0.77 L'Assomption Subd.	27,416.00
107862—May 8/62	2 Flashers and bell	C.P.R.	Mercier St., St. Jean, mile 20.17 Adirondack Subd.	9,820.00
108001—May 29/62	2 Flashers and bell	C.N.R.	Great Line Rd., Belle Anse, mile 80.89 Chandler Subd.	7,680.00
108077—Jun. 6/62	2 Flashers and bell	C.N.R.	St. Philippe St., Valleyfield, mile 51.75 Valleyfield Subd.	17,200.00
108205—Jun. 25/62	2 Flashers and bell	C.N.R.	St. Elzear Rd., near Bonaventure, mile 89.49 Cascapedia Subd.	9,600.00
108263—Jun. 29/62	2 Flashers and bell	C.N.R.	Gauthier St., Joliette, mile 101.29 Grand'Mere Subd.	11,840.00
108777—Sep. 5/62	2 Flashers and bell	C.P.R.	Stone Crossing, West Sheffort, mile 115.6 Sherbrooke Subd.	8,404.00
108846—Sep. 7/62	2 Flashers and bell	C.N.R.	Highway No. 32, St. Liboire, mile 31.90 St. Hyacinthe Subd.	10,800.00
108973—Sep. 14/62	2 Flashers and bell	Q.C.R.	Marguerite Bourgeois St., Ste. Marie, mile 106.77 Quebec Subd.	14,880.00
109026—Sep. 19/62	2 Flashers and bell	C.P.R.	Masson-Buckingham Rd., Masson, mile 100.48 Lachute Subd.	11,044.00
109032—Sep. 20/62	2 Flashers and bell	C.P.R.	Selkirk Ave. (Yacht Club Rd.) Hudson, mile 8.54 M. & O. Subd.	15,353.60
109348—Oct. 24/62	2 Flashers and bell	C.N.R.	M.C. of Nouvelle, mile 36.82 Cascapedia Subd.	11,520.00
109454—Nov. 2/62	2 Flashers and bell	C.N.R.	St. Germain Rd. (Dessaint Stn.) M.C. St. Germain, mile 22.11 Montmagny Subd.	8,800.00
109487—Nov. 6/62	2 Flashers and bell	C.N.R.	Belzile Ave., Rimouski, mile 17.88 Rimouski Subd.	11,920.00
109488—Nov. 6/62	2 Flashers and bell	N.Y.C.	St. Isidore Rd., Kanawaki, County of Laprairie, (Caughnawaga Indian Reserve), mile 54.8 Adirondack Subd.	11,628.00
109930—Dec. 20/62	2 Flashers and bell	C.N.R.	Main St. (or St. Anne St.) Daveluyville, mile 66.80 Drummondville Subd.	13,600.00
109950—Dec. 26/62	2 Flashers and bell	C.N.R.	St. Casimir-St. Ubald Rd., St. Casimir, mile 45.75 La Tuque Subd.	8,560.00
Installation of short arm gates, flashers and bell at unprotected crossings				
108779—Sep. 5/62	2 Gates, 2 Flashers and bell	C.P.R.	Lacas Circle, Rosemere, mile 18.41 Park Avenue Subd.	19,872.00
Installation of flashers and bell in lieu of existing protections				
107945—May 22/62	2 Flashers, 1 bell in lieu of danger sign and bell	C.P.R.	Montee St. Andre, St. Philippe, mile 31.24 Adirondack Subd.	6,400.00
108886—Sep. 7/62	2 Flashers and bell in lieu of 2 Wig-Wags and bell	C.P.R.	Highway No. 40A (Missisquoi Rd.), Iberville, mile 18.8 Adirondack Subd.	4,421.00
109352—Oct. 25/62	2 Flashers and bell in lieu of Wig-Wag and bell	C.P.R.	Highway No. 40, Cowansville, mile 5.97 Newport Subd.	5,560.00

Installation of short arm gates in lieu of or in addition to existing protections.				
107993—May 28/62	2 Gates in addition to existing flashers	C.P.R.	Grande Cote Rd. (Highway No. 29), Rosemere, mile 17.9 Park Ave. Subd	10,344.00
108028—Jun. 1/62	4 Gates, 4 Flashers, 2 bells, in lieu of existing protection	C.N.R.	Pie IX Blvd., Montreal, mile 9.44 Longue Pointe Subd	16,960.00
Improvements to existing protections				
108816—Sep. 6/62	Improve lighting and modernize circuits	C.N.R.	Highway No. 7, Laprairie, mile 81.66 Massena Subd	10,080.00
109164—Oct. 5/62	Modernize existing manually operated gates	C.N.R.	Atwater Ave., Montreal, mile 1.12 Montreal Subd	12,880.00
109254—Oct. 12/62	Modernize existing manually operated gates	C.N.R.	St. Ambroise St., Montreal, mile 1.77 Montreal Subd	8,720.00
109310—Oct. 22/62	2 Additional Flashers	C.N.R.	Highway No. 15A, Pointe-au-Pic, mile 86.47 Murray Bay Subd	1,136.00
109386—Oct. 29/62	Conversion of Manual Gates to automatic	C.P.R.	St. Louis St., Farnham, mile 6.19 Adirondack Subd	16,540.00
109602—Nov. 21/62	Modernize circuits and install additional light units	C.P.R.	Main St., Masson, mile 100.00 Lachute Subd	4,260.00
109788—Dec. 11/62	Conversion from manual to automatic protection	C.P.R.	Main St., Farnham, mile 5.5 Adirondack Subd	7,867.00
			Adjustments made to cover increased grants for projects approved prior to 1962	9,685.29
			Total	448,782.89

PROVINCE OF NEW BRUNSWICK

Installation of flashers and bell at unprotected crossings				
107661—Apr. 9/62	2 Flashers and bell	C.N.R.	Off Trans-Canada Highway (Salisbury Rd.), Salisbury, mile 10.97 Sussex Subd	21,692.00
		C.N.R.	Off Trans-Canada Highway (Salisbury Rd.), Salisbury, mile 0.18 Albert Subd	
109423—Nov. 1/62	2 Flashers and bell	C.N.R.	Highway No. 2, Lower Barony, mile 101.72 Centreville Subd	9,200.00
109429—Nov. 1/62	2 Flashers and bell	C.N.R.	Taylor Village Rd., Upper Dorchester, mile 100.9 Springhill Subd	9,200.00
109430—Nov. 1/62	2 Flashers and bell	C.N.R.	Gayton, mile 107.19 Springhill Subd	9,200.00
109448—Nov. 2/62	2 Flashers and bell	C.P.R.	Epworth Park Stn. Crossing, mile 11.04 St. John Subd	7,760.00
109450—Nov. 2/62	2 Flashers and bell	C.N.R.	Highway No. 2, Upper Barony, mile 103.70 Centreville Subd	9,200.00
Installation of short arm gates, flashers and bell at unprotected crossings				
107714—Apr. 17/62	2 Gates, 2 Flashers and bell	C.N.R.	Edinburgh Drive, Moncton, mile 0.33 Sussex Subd., and mile 2.68 Gort Subd	24,000.00
Installation of flashers and bell in lieu of existing protections				
109455—Nov. 2/62	2 Flashers and bell in lieu of 2 Wig-Wags and 2 bells	C.P.R.	Highway No. 26, Canterbury, mile 22.43 Shogomoc Subd	10,540.00
109459—Nov. 2/62	2 Flashers and bell in lieu of 1 Wig-Wag	C.N.R.	Highway No. 2, River Glade, mile 14.87 Sussex Subd	8,160.00
Improvements to existing protections				
107476—Mar. 21/62	2 Additional lights	C.N.R.	Highway No. 20, Boundary, mile 25.5 Glendyne Subd	700.00
			Adjustments made to cover increased grants for projects approved prior to 1962	19.54
			Total	109,671.54

STATEMENT 7 INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTIONS AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND (Concluded)

Asterisk denotes project approved prior to current year on a Cost Reserved Basis and a commitment from the Railway Grade Crossing Fund was approved in 1962.

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$ cts.
		PROVINCE OF NOVA SCOTIA		
Installation of flashers and bell at unprotected crossings				
106765—Jan. 10/62	2 Flashers and bell	C.N.R.	Johnson Rd., Christie's, mile 90.56 Sydney Subd.	7,280.00
108808—Sep. 6/62	2 Flashers and bell	S.&L.R.	Wallace Rd., Glace Bay, mile 12.75 Main Line Subd.	8,500.00
108830—Sep. 7/62	2 Flashers and bell	D.A.R.	William St., Hantsport, mile 38.50 Halifax Subd.	13,332.00
108885—Sep. 7/62	3 Flashers and bell	C.N.R.	Fore St., Liverpool, mile 0.84 Yarmouth Subd.	8,960.00
109483—Nov. 6/62	2 Flashers and bell	D.A.R.	Highway No. 40, West of Ohio, mile 80.62 Yarmouth Subd.	8,120.00
109490—Nov. 7/62	2 Flashers and bell	C.N.R.	Gavel Rd., (No. 7 Fork Rd.), Belleville, mile 124.62 Yarmouth Subd.	10,240.00
109696—Nov. 30/62	2 Flashers and bell	D.A.R.	Victoria Rd., Middleton East, mile 29.62 Kentville Subd.	7,120.00
109767—Dec. 7/62	2 Flashers and bell	C.N.R.	Piedmont Valley Rd., Stewart, mile 61.94 Hopewell Subd.	8,240.00
109784—Dec. 11/62	2 Flashers and bell	C.N.R.	Brentwood Rd., Brentwood, mile 53.57 Bedford Subd.	10,320.00
Installation of flashers and bell in lieu of existing protections				
107343—Mar. 7/62	2 Flashers and bell in lieu of Wig-Wag and bell	C.N.R.	Highway No., 4 near Afton, mile 100.1 Hopewell Subd.	9,120.00
108236—Jun. 27/62	2 Flashers and bell in lieu of Wig-Wag and bell	D.A.R.	Highway No. 1, Weymouth, mile 41.26 Yarmouth Subd.	5,240.00
108830—Sep. 7/62	2 Flashers and bell in lieu of bell and Danger Sign	D.A.R.	Prince St., Hantsport, mile 38.42 Halifax Subd. For commitment see Order 108830 under installation of flashers at unprotected crossings.	
109278—Oct. 17/62	2 Flashers and bell in lieu of Wig-Wag and bell	C.N.R.	Highway No. 5, Coxheath, mile 109.69 Sydney Subd.	7,040.00
109323—Oct. 23/62	2 Flashers and bell in lieu of Wig-Wag and bell	D.A.R.	Highway No. 1, Smith's Cove, mile 15.48 Yarmouth Subd.	5,980.00
109347—Oct. 24/62	2 Flashers and bell in lieu of Wig-Wag and bell	D.A.R.	Highway No. 1, Smith's Cove, mile 14.62 Yarmouth Subd.	5,980.00
109260—Oct. 15/62	2 Flashers and bell in lieu of Wig-Wag and bell	C.N.R.	Highway No. 4, Chappell's, mile 103.89 Hopewell Subd.	7,280.00
109449—Nov. 2/62	2 Flashers and bell in lieu of Wig-Wag and bell	D.A.R.	Highway No. 1, Mount Uniacke, mile 12.77 Halifax Subd.	6,284.00
109451—Nov. 2/62	2 Flashers and bell in lieu of Wig-Wag and bell	D.A.R.	Highway No. 1, near Windsor, mile 28.19 Halifax Subd.	6,088.00
109452—Nov. 2/62	2 Flashers and bell in lieu of Wig-Wag and bell	C.N.R.	Highway No. 4, Monastery, mile 106.34 Hopewell Subd.	10,160.00
109460—Nov. 2/62	2 Flashers and bell in lieu of Wig-Wag and bell	D.A.R.	Highway No. 1, west of Weymouth, mile 42.36 Yarmouth Subd.	5,892.00
109698—Nov. 30/62	2 Flashers and bell in lieu of Wig-Wag and bell	D.A.R.	Highway No. 1, Lawrencetown, mile 38.45 Kentville Subd.	5,928.00
			Adjustments made to cover increased grants for projects approved prior to 1962	4,061.09
			Total	161,165.09

PROVINCE OF PRINCE EDWARD ISLAND

Installation of flashers and bell at unprotected crossings				
107801—May 2/62	2 Flashers and bell	C.N.R.	North Wiltshire, mile 15.60 Kensington Subd	9,920.00
109676—Nov. 29/62	2 Flashers and bell	C.N.R.	Union St., St. Louis, mile 60.91 Tignish Subd	8,800.00
109709—Dec. 3/62	2 Flashers and bell	C.N.R.	Main Western Rd., Elmsdale, mile 51.21 Tignish Subd	8,080.00
Installation of flashers and bell in lieu of existing protections				
107367—Mar. 12/62	2 Flashers and bell in lieu of Wig-Wag and bell	C.N.R.	Highway No. 2, Richmond, mile 16.31 Tignish Subd	9,450.00
107610—Apr. 5/62	2 Flashers and bell in lieu of 1 Wig-Wag and bell	C.N.R.	Highway No. 2, Winsloe, mile 6.6 Kensington Subd	9,520.00
			Total	45,770.00

PROVINCE OF NEWFOUNDLAND

NIL

Grand Total	3,537,836.81

STATEMENT 8—INSTALLATIONS OF AUTOMATIC PROTECTIONS APPROVED IN 1962 FOR WHICH COMMITMENTS COULD NOT BE MADE FROM THE RAILWAY GRADE CROSSING FUND IN ACCORDANCE WITH SECTION 265 OF THE RAILWAY ACT

Order No. and Date	Type of Protection	Railway	Location
	PROVINCE OF BRITISH COLUMBIA		
108301—July 4/62	2 flashers and bell	C.N.R.	Brunette St., New Westminster
	PROVINCE OF ALBERTA		
107897—May 15/62	2 flashers and bell	C.P.R.	36th Ave., Bowness, mile 6.61 Laggan Subd.
109728—Dec. 4/62	2 flashers and bell	C.P.R.	Highway No. 2, South of Lacombe
	PROVINCE OF SASKATCHEWAN		
107659—Apr. 9/62	2 flashers and bell	C.N.R.	Avenue W., Saskatoon, mile 1.8 Govel Subd.
107660—Apr. 9/62	2 flashers and bell	C.N.R.	Avenue W., Saskatoon, mile 1.77 Govel Subd.
109274—Oct. 16/62	2 flashers and bell in lieu of existing protection	C.N.R.	Robert St., North Battleford, mile 81.5 Laggan Subd.

STATEMENT 8 INSTALLATIONS OF AUTOMATIC PROTECTIONS APPROVED IN 1962 FOR WHICH COMMITMENTS COULD NOT BE MADE FROM THE RAILWAY GRADE CROSSING FUND IN ACCORDANCE WITH SECTION 265 OF THE RAILWAY ACT.

Order No. and Date	Type of Protection	Railway	Location
	Province of Manitoba		
109395—Oct. 26/62	2 Short arm gates, 2 Flashers and bell	C.P.R.	Victoria St., R.M. of Rosser, mile 6.95 Carberry Subd.
109420—Oct. 31/62	2 Flashers and bell	M.R.M.	Taylor Ave., Winnipeg
109420—Oct. 31/62	2 Flashers and bell	C.P.R.	Taylor Ave., Winnipeg, mile 5.11 La Riviere Subd.
109691—Nov. 30/62	2 Short Arm gates in addition to existing protection	C.N.R.	Trans Canada Highway, Parish of Portage la Prairie mile 53.58 Gladstone Subd.
	Province of Ontario		
106831—Jan. 15/62	2 Short arm gates, 2 Flashers and bell	C.N.R.	Steeles Ave., Twps. of Etobicoke and Vaughan, mile 29.1 York Subd.
108157—Jun. 18/62	2 Flashers and bell	C.N.R.	Private Road, Glen Christie, mile 24.84 Fergus Subd.
108391—July 17/62	2 Short arm gates, 2 Flashers and bell	C.N.R.	14th Ave., Twp. of Markham, mile 14.42 York Subd.
108398—July 17/62	2 Flashers and bell	C.N.R.	McGowans Rd., Twp. of Markham, mile 11.45 York Subd.
108545—July 30/62	2 Short arm gates in addition to existing protection	C.N.R.	Steeles Ave. W., Twp. of North York
108572—Aug. 1/62	2 Short arm gates, 2 Flashers and bell	C.N.R.	5th Line Rd., Twp. of Toronto, mile 34.0 York Subd.
108573—Aug. 1/62	2 Flashers and bell	C.N.R.	7th Line Rd., Twp. of Toronto, mile 32.3 York Subd.
108754—Aug. 30/62	2 Short arm gates in addition to existing protection	C.N.R.	5th Line Rd., Twp. of Toronto.
109154—Oct. 4/62	2 Short arm gates in addition to existing protection	C.N.R.	Town Line Rd., Twps. of Esquesing and Chinguacousy, mile 26.99 Brampton Subd.
109267—Oct. 16/62	2 Flashers and bell	C.N.R.	Woodview Ave., Twp. of Pickering, mile 3.6 York Subd.
109976—Dec. 28/62	2 Short arm gates in addition to existing protection	C.N.R.	County Road No. 5, County of Peel, mile 14.94 Brampton Subd.
109983—Dec. 28/62	2 Short arm gates in addition to existing protection	C.N.R.	County Road No. 7, County of Peel, mile 15.06 Brampton Subd.
	Province of Quebec		
106724—Jan. 5/62	2 Short arm gates, 2 Flashers and bell	C.P.R.	Highway No. 7, County of Iberville, mile 18.40 Adirondack Subd.
106809—Jan. 12/62	2 Flashers and bell	C.N.R.	Caron St., St. Eustache-sur-le-Lac, mile 10.45 Montfort Subd.
108022—May 30/62	2 Flashers and bell in lieu of existing protection	C.N.R.	Highway No. 45, St. Jacques de Duprey, mile 33.14 Macamic Subd.
108074—Jun. 6/62	2 Flashers and bell	C.N.R.	Royal St., Malartic, mile 53.58 Val d'Or Subd.
108554—Jul. 31/62	2 Flashers and bell	C.N.R.	Highway No. 3, Tracy
109289—Oct. 18/62	2 Flashers and bell	C.N.R.	Montmorency Blvd., Quebec, mile 0.87 Murray Bay Subd.
109263—Oct. 16/62	2 Flashers and bell	C.N.R.	Highway No. 49, mile 39.58 Danville Subd.
109513—Nov. 9/62	2 Flashers and bell	C.N.R.	Ste. Anne de Varennes, mile 13.61 Sorel Subd.
109551—Nov. 15/62	2 Flashers and bell	C.N.R.	20th Ave., Parish of St. Eustache, mile 0.44 Oka Subd.
109808—Dec. 12/62	2 Flashers and bell	C.N.R.	Parish of St. Eustache, mile 11.29 Montfort Subd.
	Province of New Brunswick		
107426—Mar. 15/62	2 Flashers and bell	C.N.R.	Trans Canada Highway, mile 1.07 Tormentine Subd.
108927—Sep. 12/62	2 Flashers and bell	C.N.R.	Private crossing, mile 4.22 Sussex Subd.

PROVINCE OF NOVA SCOTIA

106961—Jan. 25/62	2 Flashers and bell	C.N.R.	Private crossing near River Denys, mile 30.79 Sydney Subd.	

PROVINCE OF PRINCE EDWARD ISLAND

NIL

PROVINCE OF NEWFOUNDLAND

NIL

STATEMENT 9—COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND FOR IMPROVING THE VISION AND/OR APPROACH AT THE FOLLOWING LOCATIONS

Order No. and Date	Type of Improvement	Railway	Location	Per-centage	Commitment
					$
			PROVINCE OF BRITISH COLUMBIA		
107478—Mar. 21/62	Vision	C.P.R.	Westside Road, Spillimacheen, Mile 125.4 Windermere Subd...	80	480.00
107925—May 17/62	Vision	C.P.R.	Jaffray-Sand Creek Road, Mile 67.25 Cranbrook Subd.....	80	960.00
108800—Sept. 6/62	Vision	C.P.R. (E.&N.)	Arbutus Street, Qualicum Beach, Mile 102.64 Victoria Subd....	80	160.00
			Total		1,600.00
			PROVINCE OF ALBERTA		
108088—Jun. 8/62	Vision	C.N.R.	SW¼, Sec. 4, Twp. 52, Rge. 23, W4M and NW¼, Sec. 33, Twp. 51, Rge. 23, W4M, mile 8.89 Camrose Subd.	80	960.00
108275—Jun. 29/62	Vision	C.N.R.	Mile 30.10 Wabamun Subd.	80	160.00
108793—Sep. 6/62	Vision	C.N.R.	Xing. bet. Secs. 3 and 10, 42-21-W4M, mile 83.21 Camrose Subd.	80	960.00
108809—Sep. 6/62	Vision	C.N.R.	County of Strathcona No. 20, mile 106.12 Viking Subd.	80	120.00
108889—Sep. 7/62	Approaches	C.N.R.	Vegreville, Mile 56.38 Vegreville Subd.	80	560.00
108913—Sep. 10/62	Vision	C.N.R.	M.D. of Starland No. 47, mile 10.49 Drumheller Subd.	80	1,280.00
109029—Sep. 20/62	Approaches and Vision	C.N.R.	M.D. of Minburn No. 72, mile 62.42 Vegreville Subd.	80	240.00
109204—Oct. 11/62	Vision	C.N.R.	Highway No. 9, near Hanna, mile 1.49 Sheerness Subd.	80	100.00
107009—Jan. 30/62	Vision	N.A.R.	County of Barrhead No. 11, mile 9.9 Barrhead Subd.	80	170.00

STATEMENT 9—COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND FOR IMPROVING THE VISION AND/OR APPROACH AT THE FOLLOWING LOCATIONS

Order No. and Date	Type of Improvement	Railway	Location	Percentage	Commitment
					$
			PROVINCE OF ALBERTA—*Concluded*		
107183—Feb. 16/62	Vision	C.N.R.	Near Vermilion, mile 1.17 Vegreville Subd	80	300.00
107253—Feb. 26/62	Vision	C.N.R.	34th Street, (Beverly) Edmonton, mile 121.23 Viking Subd.	80	180.00
107307—Mar. 5/62	Vision	C.N.R.	1st xing. West of Claysmore Stn. mile 7.61 Vegreville Subd.	80	120.00
107344—Mar. 7/62	Vision	C.N.R.	Mun. District of Miaburn No. 72, mile 50.76 Vegreville Subd.	80	360.00
107389—Mar. 13/62	Vision	C.P.R.	Highway No. 12, near Altario, mile 56.15 Coronation Subd.	80	1,200.00
109287—Oct. 18/62	Vision	C.N.R.	M.D. of Miaburn No. 72, mile 30.30 Vegreville Subd	80	2,240.00
109288—Oct. 18/62	Vision	C.N.R.	N. and S. Road, County of St. Paul No. 19, mile 2.42 Bonnyville Subd	80	860.00
109329—Oct. 23/62	Vision	C.N.R.	N. and S. Road, County of St. Paul No. 19 mile 108.09 Coronado Subd	80	1,196.00
109679—Nov. 29/62	Vision	C.N.R.	Near Delburne, mile 23.20 Three Hills Subd	80	2,800.00
109787—Dec. 11/62	Vision	C.N.R.	50th Street, Edmonton, mile 122.34 Viking Subd	80	86.41
			Adjustments made to cover increased grants for projects approved prior to 1962		228.10
			Total		14,120.51
			PROVINCE OF SASKATCHEWAN		
106843—Jan. 16/62	Vision	C.P.R.	Highway No. 35, East of Elfros, mile 98.55 Wynyard Subd.	80	170.00
			Total		170.00
			PROVINCE OF MANITOBA		
			NIL		
			PROVINCE OF ONTARIO		
106830—Jan. 15/62	Approaches	C.P.R.	Thickson Road, near Whitby, mile 74.23 Oshawa Subd.	80	1,080.00
106875—Jan. 18/62	Approaches and Vision	C.N.R.	Bet. Cons. 9 and 10, Lot 22, Twp. of Blenheim, mile 12.73 Drumbo Subd.	80	2,700.00
106901—Jan. 19/62	Approaches	C.P.R.	Kelly Lake Road, Sudbury, mile 2.65 Webbwood Subd.	80	2,600.00
106949—Jan. 25/62	Approaches	C.P.R.	Town Line, Churchville, mile 4.3 Orangeville Subd.	80	1,475.00
107255—Feb. 26/62	Approaches and Vision	N.Y.C.	Bet. Lots 4 and 5, 1¾ miles east of Woodlace, mile 203.32 Main Line Subd.	80	2,240.00
107435—Mar. 16/62	Vision	C.N.R.	County Road No. 10, County of Peel (Cheltenham), mile 33.58 Milton Subd.	80	960.00
107595—Apr. 4/62	Approaches and Vision	C.N.R.	Beechgrove Drive, Twp. of Scarborough, mile 318.88 Oshawa Subd.	80	7,520.00

107603—Apr. 4/62	Approaches	C.N.R.	Sherwood Sideroad, Twp. of Vaughan, mile 16.38 Newmarket Subd	80	4,600.00
107772—Apr. 27/62	Vision	C.N.R.	1st xing. east of Longwood Stn. mile 9.87 Longwood Subd	80	2,025.00
107783—Apr. 30/62	Approaches and Vision	C.N.R.	Brigden Sideroad, Twp. of Sarnia mile 53.25 Strathroy Subd	80	1,050.00
107790—Apr. 30/62	Approaches	C.P.R.	Boundary Line, Twps. of Raleigh-Tilbury East, mile 73.76 Windsor Subd	80	2,900.00
107806—May 2/62	Approaches	C.N.R.	Bet. Lot 6 and 6 Cons. 13 and 14, Twp. of Windham, mile 75.39 Cayuga Subd	80	5,300.00
107886—May 11/62	Vision	C.P.R.	Sideroad No. 15, Twp. of Chinguacousy mile 11.3 Orangeville Subd	80	2,740.00
108811—Sep. 6/62	Vision and Approaches	C.N.R.	Near Birdsalls Stn., Twp. Asphodel, mile 47.37 Campbellford Subd	80	3,200.00
108815—Sep. 6/62	Vision	C.P.R.	Old Norwood Road, near Otonabee, mile 18.72 Peterboro Subd.	80 80	2,400.00 240.00
108828—Sep. 7/62	Vision and Approaches	C.N.R.	Lot 12, bet. Cons. 12 and 13, Twp. of Armour, mile 62.4 Huntsville Subd	80	4,300.00
108837—Sep. 7/62	Vision	C.P.R.	Lot 12, Con. 10, Twp. of Belmont and Methuen, mile 2.14 Nephton Subd	80	1,560.00
108839—Sep. 7/62	Approaches and Vision	C.N.R.	1st Con. Road, Twp. of Seneca (near Caledonia), mile 59.95 Dunnville Subd	80	1,158.00
108917—Sep. 10/62	Vision	C.N.R.	Bell Mill Side Road near Tillsonburg, mile 93.31 Cayuga Subd.	80	760.00
109002—Sep. 18/62	Approaches and Vision	C.N.R.	Highway No. 513 North of Grattan, mile 57.86 (formerly 69.2) Renfrew Subd	80	1,280.00
109046—Sep. 21/62	Approaches	C.P.R.	Grandview St. South, Oshawa, mile 69.38 Oshawa Subdivision	80	925.00
109069—Sep. 26/62	Approaches	C.P.R.	Sideroad bet. Lots 18 and 19, Front Con., Twp. Chatham, mile 56.9 Windsor Subd	80	1,760.00
109133—Oct. 4/62	Approaches and Vision	C.N.R.	5th Line Road, Twp. of Essa, mile 8.85 Meaford Subd	80	2,480.00
109589—Nov. 21/62	Approaches	C.N.R.	Gormanville Road, North Bay, mile 63.0 Alderdale Subd	80	900.00
109668—Nov. 28/62	Approaches	C.P.R.	Bloor Street, East, Oshawa, mile 69.26 Oshawa Subd	80	1,100.00
109812—Dec. 13/62	Approaches and Vision	C.P.R.	Lot 26, bet. Cons. 5 and 6, Twp. of Erin, mile 9.92 Elora Subd.	80	3,350.00
109920—Dec. 20/62	Vision	C.N.R.	Elmwood Drive, Twp. of Thurlow, mile 218.18 Gananoque Subd	80	800.00
			Adjustments made to cover increased grants for projects approved prior to 1962		1,825.57
			Total		65,228.57

PROVINCE OF QUEBEC

107918—May 16/62	Approaches	C.N.R.	(Nouvelle), mile 36.82 Cascapedia Subd	80	400.00
108204—Jun. 25/62	Approaches	C.P.R.	Ramsay's Crossing, (Pine Road), Mun. of West Hull, mile 13.41 Maniwaki Subd	80	1,040.00
109310—Oct. 22/62	Re-alignment of Road	C.N.R.	Leclerc St., (near Highway 15A xing) Point-au-Pic, mile 86.47 Murray Bay Subd	80	2,120.00
109631—Nov. 23/62	Approaches	C.N.R.	Jalbert Road, Cap St. Ignace, mile 71.57 Montmagny Subd	80	920.00
109781—Dec. 10/62	Approaches and Vision	C.P.R.	St. Alexis Rge. Rd., St. Thomas de Joliette, mile 34.95 Trois Rivieres Subd	80	1,600.00
			Adjustments made to cover increased grants for projects approved prior to 1962		226.10
			Total		6,306.10

STATEMENT 9—COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND FOR IMPROVING THE VISION AND/OR APPROACH AT THE FOLLOWING LOCATIONS (Concluded)

Order No. and Date	Type of Improvement	Railway	Location	Per-centage	Commitment
					$
			PROVINCE OF NEW BRUNSWICK		
108105—Jun. 11/62	Approaches	C.N.R.	Edinburgh Drive, Moncton, mile 6.33 Sussex Subd., and mile 2.68 Gort Subd	80	7,600.00
			Total		7,600.00
			PROVINCE OF NOVA SCOTIA		
108893—Sep. 7/62	Vision	C.N.R.	Clearland Road, Mahone Bay, mile 66.41 Chester Subd	80	1,300.00
			Total		1,300.00
			PROVINCE OF PRINCE EDWARD ISLAND		
			NIL		
			PROVINCE OF NEWFOUNDLAND		
			NIL		
			Grand Total		96,325.18

SUMMARY

STATEMENT 10—SUMMARY OF GRADE SEPARATIONS, RECONSTRUCTION OF GRADE SEPARATIONS, DIVERSIONS AND RELOCATION OF UTILITY PLANTS APPROVED DURING THE YEAR 1962

Type of Project		B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Totals
Overhead Bridges	With Grant	.....	3	1	.....	13 (A)	3	1	1	.....	1	23
	Without Grant	1	1	1	.....	17	2	1	3	.....	.....	26
	Cost Reserved	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Subways	With Grant	1	.....	.....	.....	8 (B)	.....	.....	.....	.....	.....	9
	Without Grant	.....	1	.....	.....	13	3	.....	.....	.....	.....	17
Reconstruction of Overhead Bridges	With Grant	1	1	.....	.....	6	2	.....	.....	.....	.....	10
	Without Grant	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3
Reconstruction of Subways	With Grant	.....	.....	.....	.....	3	2	.....	1	.....	.....	6
	Cost Reserved	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Utilities	With Grant	4	3	1	.....	62 (C)	8	2	5	.....	.....	85
	Cost Reserved	.....	.....	1	.....	1	3	.....	.....	.....	.....	5
Diversions	With Grant	.....	.....	1	.....	3	.....	.....	.....	.....	.....	4
Pedestrian Overheads and Subways	Without Grant	.....	1	.....	.....	2	1	.....	.....	.....	.....	4
Totals	.....	7	11	6	.....	131	24	4	10	.....	1	194

(A) Includes 2 projects approved prior to 1962 but a grant from the Railway Grade Crossing Fund was approved during the current year.

(B) Includes 1 project approved prior to 1962 but a grant from the Railway Grade Crossing Fund was approved during the current year.

(C) Includes 5 projects approved prior to 1962 but a grant from the Railway Grade Crossing Fund was approved during the current year.

STATEMENT II SUMMARY OF INSTALLATIONS OF AUTOMATIC PROTECTIONS AND IMPROVEMENTS TO CROSSINGS APPROVED DURING THE YEAR 1962.

Type of Protection		B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Totals
Flashers and Bell	With Grant	17	29	18	29	69	28	7	9	3	.....	209
	Without Grant	1	2	2	2	4	8	2	1	.....	.....	22
Short Arm Gates, Flashers and Bell	With Grant	2	.....	.....	3	23	1	1	.....	.....	.....	30
	Without Grant	.....	.....	.....	1	3	1	.....	.....	.....	.....	5
Flashers and Bell in lieu of Existing Protection	With Grant	.....	2	2	.....	19	3	2	12	2	.....	42
	Without Grant	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Short Arm Gates and Flasher in lieu of or in addition to Existing Protection	With Grant	.....	.....	.....	.....	24	2	.....	.....	.....	.....	26
	Without Grant	.....	.....	.....	1	5	.....	.....	.....	.....	.....	6
Improvements to Existing Protection (Circuits etc.)	With Grant	.....	.....	.....	.....	26	7	1	.....	.....	.....	34
Improvements to View and Grades of Approach	With Grant	3	19	1	.....	28	5	1	1	.....	.....	58
Widening and Other Improvements to Crossings	Without Grant	2	18	19	23	50	20	.....	2	.....	.....	134
Crossings to be Protected by Flagman	.....	1	.....	.....	.....	9	.....	.....	4	.....	.....	14
Totals	.....	26	70	43	59	260	76	14	29	5	.....	582

Installation of Reflectorized Crossing Signs with Grant 2,273
Installation of Reflectorized Crossing Signs without Grant 29
Relocation of Reflectorized Crossing Signs 338

STATEMENT 12—STATEMENT SHOWING VARIOUS WORKS, AS SET FORTH BELOW, WHICH WERE APPROVED BY ORDER OF THE BOARD ON RECOMMENDATIONS OF THE ENGINEERING DEPARTMENT DURING THE YEAR 1962.

Type of works	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	N.W.T.	Totals
CONSTRUCTION ORDERS												
New Highway Crossings Approved	12	105	39	28	37	28	4	6	1	1	.....	261
Highway Crossings to be Closed	2	23	30	31	69	67	3	2	.....	.....	.....	227
New Pedestrian Crossings Approved	.....	.....	.....	.....	1	2	.....	.....	.....	.....	.....	3
Railway Bridges	13	7	1	2	12	5	.....	1	.....	.....	2	43
Trackage serving Industry	.....	10	2	11	11	6	1	1	.....	.....	.....	42
New Location of Railway Lines	.....	.....	2	.....	1	1	.....	.....	.....	.....	.....	4
Relocation of Railway Lines	.....	.....	.....	.....	16	.....	1	.....	.....	.....	.....	17
Railway Connections	.....	.....	.....	.....	3	1	.....	.....	.....	.....	.....	4
Restricted Clearances	.....	4	1	2	19	11	4	3	1	1	.....	46
OPERATING ORDERS												
Over or Under (Bridges and Subways)	22	19	2	3	34	18	5	4	.....	2	.....	109
Trackage Serving Industry	3	8	2	4	13	3	2	.....	.....	.....	.....	35
Opening of New Lines for Carriage of Traffic	.....	.....	1	.....	.....	.....	2	.....	.....	1	.....	4
Interlockers	.....	.....	.....	5	5	1	.....	.....	.....	.....	.....	11
Abandonment of Operation of Railway Lines	1	2	1	3	9	4	.....	.....	.....	.....	.....	20
SIGNAL ORDERS												
C.T.C. and Block Signals (including changes)	3	2	5	4	11	7	1	.....	.....	.....	.....	33
Interlockers (including changes)	1	.....	1	.....	10	3	.....	.....	.....	.....	.....	15
Miscellaneous Works*	35	60	62	40	203	81	8	14	.....	3	.....	506
Totals	92	240	149	133	454	238	31	31	2	8	2	1,380
Works not Provincially designated	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
Grand Total	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,404

*Includes approvals of Fencing; Pipe Crossings; Increased grants from Fund; Location of Telephone Lines; amending and rescinding Orders.

APPENDIX C OPERATING

STATEMENT 1—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED ON RAILWAYS UNDER THE BOARD'S JURISDICTION FOR YEAR ENDED DECEMBER 31st, 1962

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Canadian National		280	16	760	160	368	1218	176	1408
Canadian Pacific		212	6	724	76	183	1087	82	1119
Algoma Central & Hudson Bay				12			10		12
British Columbia Electric				3		3	5		6
Chesapeake & Ohio					2	7	7	2	7
Dominion Atlantic		1		4	4	5	12	4	10
Esquimalt & Nanaimo				4	1	4	9	1	8
Essex Terminal				4		4	6		8
Grand Falls Central						1	1		1
Grand River						2	2		2
Great Northern		1		6	1	2	10	1	9
Lake Erie & Northern				2		1	3		3
London & Port Stanley					1		1	1	
Midland Railway of Manitoba		2					2		2
Napierville Junction		4		1			5		5
New York Central				1	6	11	15	6	12
Northern Alberta				49	1	5	51	1	54
Quebec Central				4	1	1	6	1	5
Quebec North Shore & Labrador				5			5		5
Sydney & Louisburg			1	10			11	1	10
Toronto, Hamilton & Buffalo				4			3		4
Toronto Terminals				1			1		1
Totals		500	23	1594	253	597	2470	276	2691

STATEMENT 2—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31st, 1962

Classification of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Derailment		9	1	46			23	1	55
Collision head-on				1			1		1
Collision rear-end		25		10		4	2		39
Collision, miscellaneous				9			2		9
Collision with cars account open switch				2			1		2
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards				26			15		26
Sideswipe—not including yard movements				2			1		2
Public highway crossing protected by gates—manual				1	1	2	4	1	3
Public highway crossing protected by gates—automatic				1	4	3	7	4	4
Public highway crossing protected by bell					2	2	4	2	2
Public highway crossing protected by bell and wigwag					4	18	16	4	18
Public highway crossing protected by flashing lights and bell				6	43	75	76	43	81
Public highway crossing protected by watchman						2	2		2
Public highway crossing unprotected		39		32	100	361	319	100	432
Private crossing				5	17	55	52	17	60
Trespassing					78	66	139	78	66
Working on or about engine				37			37		37
Miscellaneous		24		302		2	323		328
Adjusting couplers, coupling and uncoupling			1	31			32	1	31
Run down by engine or car between stations			1	1	1		3	2	1
Handcar—accidents caused by hand-car, motor or velocipede			2	119	2	3	80	4	122
Handcar, motor-car, velocipede struck by train			8	22			23	8	22
Crossing between cars				7			7		7
Struck by engine or cars on adjoining track				8			8		8
Struck by switch stand, water spout, mail crane or other projection				11			11		11
Crushed between cars and buildings, lumber piles				8			8		8
Locomotive accidents where defect involved				7			7		7
Getting on and off passenger trains		58		1			59		59
Rough coupling		3		56		2	45		61
Riding on pilot or footboard of engine				1			1		1
Obstructions, overhead and on ground			1	17		1	19	1	18
Falling off top of car			1	7			8	1	7
Application and handling of air brakes, starting and stopping of trains, adjusting slack		32		133			137		165
Employees getting off train			1	212			213	1	212
Employees boarding train				95			95		95
Slipping on ice				55			55		55
Doors closing and other minor accidents in baggage cars and coaches		305		73			377		378
Run down by engine or cars at stations or in yards		1	6	23	1		29	7	24
Caught by engine or car while throwing switch				3			3		3
Slipping or falling off side or end ladders of cars			1	52			53	1	52

STATEMENT 2—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31st, 1962 (Concluded)

Classification of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Handbrake—accidents while working handbrake				77			77		77
Handling freight or baggage				10			10		10
Loading and unloading O.C.S. materials				30			30		30
Work train equipment				6			6		6
Cars moved while being loaded or unloaded				1		1	2		2
Chaining or unchaining cars				1			1		1
Coupling or uncoupling hose				17			17		17
Turning angle-cock				6			6		6
Loads shifting in transit or switching				4			4		4
Falling or jumping off passenger train between stations		3		1			4		4
Cars running away not under control				3			2		3
Individual derailment of equipment in yard tracks				6			6		6
Accidents as a result of handling dangerous commodities				1			1		1
Accidents as a result of train breaking in two		1		9			7		10
Totals		500	23	1,594	253	597	2,470	276	2,691

STATEMENT 3 NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1962

Classification of Accidents	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Derailment	18	1	42	5	.....	13	.....	.....	.....	23	1	55
Collision head-on	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Collision rear-end	2	.....	39	.....	.....	.....	.....	.....	.....	2	.....	39
Collision, miscellaneous	2	.....	9	.....	.....	.....	.....	.....	.....	2	.....	9
Collision with cars account open switch	1	.....	2	.....	.....	.....	.....	.....	.....	1	.....	2
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards	9	.....	13	6	.....	13	.....	.....	.....	15	.....	26
Sideswipe—not including yard movements	1	.....	2	.....	.....	.....	.....	.....	.....	1	.....	2
Public highway crossing protected by gates—manual	2	1	1	2	.....	2	.....	.....	.....	4	1	3
Public highway crossing protected by gates—automatic	4	2	3	3	2	1	.....	.....	.....	7	4	4
Public highway crossing protected by bell	.....	.....	.....	2	1	1	2	1	1	4	2	2
Public highway crossing protected by bell and wigwag	4	.....	5	5	3	6	7	1	7	16	4	18
Public highway crossing protected by flashing lights and bell	56	39	58	17	4	19	3	.....	4	76	43	81
Public highway crossing protected by watchman	2	.....	2	.....	.....	.....	.....	.....	.....	2	.....	2
Public highway crossing unprotected	195	68	293	99	27	113	25	5	26	319	100	432
Private crossing	29	7	32	21	10	23	2	.....	5	52	17	60
Trespassing	70	41	32	57	28	30	12	9	4	139	78	66
Working on or about engine	23	.....	23	12	.....	12	2	.....	2	37	.....	37
Miscellaneous	187	.....	189	112	.....	115	24	.....	24	323	.....	328
Adjusting couplers, coupling and uncoupling	8	.....	8	20	.....	20	4	1	3	32	1	31
Run down by engine or car between stations	1	1	.....	2	1	1	.....	.....	.....	3	2	1
Handcar—accidents caused by hand-car, motor or velocipede	28	3	44	38	1	59	14	.....	19	80	4	122
Handcar, motor-car, velocipede struck by train	15	7	14	7	1	7	1	.....	1	23	8	22
Crossing between cars	5	.....	5	2	.....	2	.....	.....	.....	7	.....	7
Struck by engine or cars on adjoining track	2	.....	2	6	.....	6	.....	.....	.....	8	.....	8
Struck by switch stand, water spout, mail crane or other projection	7	.....	7	3	.....	3	1	.....	1	11	.....	11
Crushed between cars and buildings, lumber piles	3	.....	3	4	.....	4	1	.....	1	8	.....	8
Locomotive accidents where defect involved	1	.....	1	6	.....	6	.....	.....	.....	7	.....	7
Getting on and off passenger trains	26	.....	26	32	.....	32	1	.....	1	59	.....	59
Rough coupling	24	.....	36	15	.....	19	6	.....	6	45	.....	61
Riding on pilot or footboard of engine	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Obstructions, overhead and on ground	8	.....	8	11	1	10	.....	.....	.....	19	1	18
Falling off top of car	2	.....	2	6	1	5	.....	.....	.....	8	1	7
Application and handling of air brakes, starting and stopping of trains, adjusting slack	67	.....	91	64	.....	68	6	.....	6	137	.....	165
Employees getting off train	86	.....	86	114	1	113	13	.....	13	213	1	212
Employees boarding train	37	.....	37	57	.....	57	1	.....	1	95	.....	95

STATEMENT 3—NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1962 (Concluded)

Classification of Accidents	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Slipping on ice	28	.....	28	24	.....	24	3	.....	3	55	.....	55
Doors closing and other minor accidents in baggage cars and coaches	161	.....	162	210	.....	210	6	.....	6	377	.....	378
Run down by engine or cars at stations or in yards	15	5	11	10	1	10	4	1	3	29	7	24
Caught by engine or car while throwing switch	2	.....	2	1	.....	1	.....	.....	.....	3	.....	3
Slipping or falling off side or end ladders of cars	17	1	16	31	.....	31	5	.....	5	53	1	52
Handbrake—accidents while working handbrake	26	.....	26	45	.....	45	6	.....	6	77	.....	77
Handling freight or baggage	5	.....	5	4	.....	4	1	.....	1	10	.....	10
Loading and unloading O.C.S. materials	12	.....	12	11	.....	11	7	.....	7	30	.....	30
Work train equipment	1	.....	1	2	.....	2	3	.....	3	6	.....	6
Cars moved while being loaded or unloaded	1	.....	1	1	.....	1	.....	.....	.....	2	.....	2
Chaining or unchaining cars	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Coupling or uncoupling hose	8	.....	8	5	.....	5	4	.....	4	17	.....	17
Turning angle-cock	3	.....	3	3	.....	3	.....	.....	.....	6	.....	6
Loads shifting in transit or switching	.....	.....	.....	3	.....	3	1	.....	1	4	.....	4
Falling or jumping off passenger train between stations	3	.....	3	1	.....	1	.....	.....	.....	4	.....	4
Cars running away not under control	1	.....	2	1	.....	1	.....	.....	.....	2	.....	3
Individual derailment of equipment in yard tracks	1	.....	1	5	.....	5	.....	.....	.....	6	.....	6
Accidents as a result of handling dangerous commodities	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Accidents as a result of train breaking in two	7	.....	10	.....	.....	.....	.....	.....	.....	7	.....	10
Totals	1,218	176	1,408	1,087	82	1,119	165	18	164	2,470	276	2,691

STATEMENT 4—PARTICULARS OF ALL HIGHWAY CROSSING ACCIDENTS WITH DESCRIPTION OF PROTECTION OR NON-PROTECTION IN EFFECT FOR THE YEAR ENDED DECEMBER 31, 1962

	Newfoundland			Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Totals		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
Gates, Manual	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1	2	1	1	....	....	....	....	....	....	1	....	1	....	....	....	4	1	3
Gates, Automatic	....	....	....	....	....	....	....	....	....	....	....	....	2	1	1	2	....	2	....	....	....	2	2	....	1	1	1	....	....	....	7	4	4
Bell	....	....	....	....	....	....	1	1	....	....	....	....	1	1	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	2	4	2	2
Bell and Wig-Wag	....	....	....	1	....	2	2	....	2	1	....	1	2	....	2	10	4	11	....	....	....	....	....	....	....	....	....	....	....	....	16	4	18
Flashing Lights and Bell	....	....	....	....	....	....	1	....	1	....	....	....	23	17	25	35	19	31	1	....	1	5	2	11	7	4	5	4	1	7	76	43	81
Watchman	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	2	....	....	....	....	....	....	....	....	....	....	....	....	2	....	2
Unprotected	4	2	3	3	1	2	8	1	9	6	3	9	65	16	85	142	44	174	18	6	20	27	5	36	29	18	71	17	4	23	319	100	432
Totals	4	2	3	4	1	4	12	2	12	7	3	10	94	35	114	193	68	221	19	6	21	34	9	47	38	23	78	23	5	32	428	154	542

	1958	1959	1960	1961	1962
Number of accidents which occurred at crossings protected by Gates, Manual	9	12	6	3	4
Number of accidents which occurred at crossings protected by Gates, Automatic	7	5	9	7	7
Number of accidents which occurred at crossings protected by Bell	7	2	4	3	4
Number of accidents which occurred at crossings protected by Bell and Wig-Wag	38	44	34	17	16
Number of accidents which occurred at crossings protected by Flashing Light Signals and Bell	54	62	60	69	76
Number of accidents which occurred at crossings protected by Watchman	1	1	.....	3	2
Number of accidents which occurred at crossings unprotected	400	420	360	342	319
Totals	516	546	473	444	428

STATEMENT 5—HIGHWAY CROSSING ACCIDENTS BY PROVINCES FOR 5 YEAR PERIOD—1958 TO 1962 INCLUSIVE

	Newfoundland	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Totals
1958	4	1	15	12	117	248	28	24	43	24	516
1959	7	4	17	17	114	239	43	38	38	29	546
1960	9	1	9	14	108	208	34	23	40	27	473
1961	9	7	7	15	106	188	31	26	36	19	444
1962	4	4	12	7	94	193	19	34	38	23	428

STATEMENT 6—CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1962

	Accidents	Killed	Injured
Motor Vehicles Struck by Train			
Daylight hours	183	82	237
Night hours	77	29	102
Totals	260	111	339
Motor Vehicles Running into Side of Train			
Daylight hours	58	18	74
Night hours	83	12	106
Totals	141	30	180
Pedestrians Struck by Train			
Daylight hours	6	5	1
Night hours	6	6	1
Totals	12	11	2
Accidents in Which Track Cars Involved			
Daylight hours	11	1	17
Night hours			
Totals	11	1	17
Horse-Drawn or Other Vehicles Struck by Train			
Daylight hours	3	1	2
Night hours			
Totals	3	1	2
Other Types of Accidents			
Daylight hours			
Night hours	1		2
Totals	1		2
Total Number of Accidents			
Daylight hours	261	107	331
Night hours	167	47	211
GRAND TOTALS	428	154	542

STATEMENT 7—HIGHWAY CROSSING ACCIDENTS AND MOTOR VEHICLE REGISTRATIONS—10 YEAR PERIOD 1953 TO 1962 INCLUSIVE

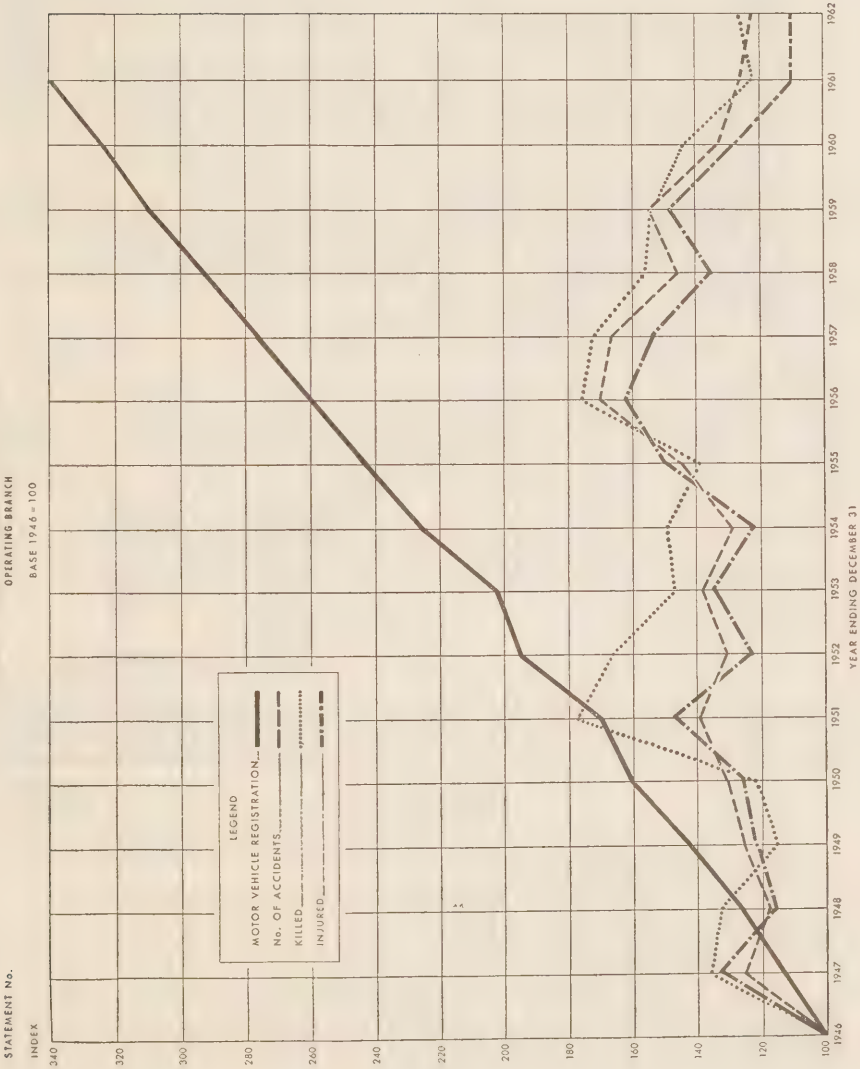
Year	Accidents	Killed	Injured	Motor Vehicle Registrations
1953	487	177	656	3,430,672
1954	454	179	596	3,644,589
1955	510	167	729	3,948,652
1956	598	212	785	4,226,474
1957	583	206	752	4,459,595
1958	516	188	660	4,719,474
1959	546	185	717	5,017,686
1960	473	172	628	5,256,341
1961	444	145	542	5,517,023
1962	428	154	542	

STATEMENT 8

INDEXES OF MOTOR VEHICLE REGISTRATIONS AND HIGHWAY CROSSING ACCIDENTS
1946-1962

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA
OPERATING BRANCH

BASE 1946 = 100



STATEMENT 9—DEFECTS ON LOCOMOTIVE UNITS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31, 1962

Classification	Number of Defects
Inspections or tests not made when required	37
Safety appliances, associated parts and fastenings	865
Air brake equipment	2,111
Compressed air system	189
Wheels, axles and journal bearings	216
Lights	258
Couplers, draft-gear and draw-gear	68
Bells, horns, (whistles)	232
Springs and spring rigging	506
Sanders	827
Cabs, hoods, carbodies	587
Gauges, meters, indicating warning and protective devices	136
Communicating signal systems	14
Running defects	3
Trucks	486
Power plant, its components and auxiliaries	1,353
Transmission	186
Power and control circuits and equipment	19
Dynamic braking	1
Batteries	2
Accident prevention	1,330
Miscellaneous diesel locomotive defects	2
Miscellaneous diesel electric locomotive defects	27
Total Defects	9,455

NUMBER OF LOCOMOTIVE UNITS INSPECTED SHOWING NUMBER OF ENGINES DEFECTIVE AND NUMBER OF DEFECTS FOR THE YEAR ENDED DECEMBER 31, 1962

Railway	Locomotives Inspected	Locomotives Defective	Total Defects
Canadian National	4,627	2,196	6,187
Canadian Pacific	2,868	1,093	2,761
Miscellaneous	725	212	507
Totals	8,220	3,501	9,455

STATEMENT 10—DEFECTS ON HEATING AND POWER BOILERS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31, 1962

Classification	Number of Defects
Boilers	12
Boiler water system	61
Fuel and combustion system	85
Steam components, steam lines	136
Inspection Forms, fire and accident prevention, lighting and electrical equipment	72
Control indicating or warning devices	61
Total Defects	427

NUMBER OF HEATING AND POWER BOILERS INSPECTED, SHOWING BOILERS DEFECTIVE AND NUMBER OF DEFECTS FOR YEAR ENDED DECEMBER 31, 1962

Railway	Boilers Inspected	Boilers Defective	Total Defects
Canadian National	1,804	211	274
Canadian Pacific	1,144	130	151
Miscellaneous	185	2	2
Totals	3,133	343	427

STATEMENT 11—DEFECTS ON FREIGHT CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31, 1962

Classification	Number of Defects
Safety appliances and safety devices	2,691
Handbrakes	1,120
Foundation brake gear	699
Air brake and air operated equipment	4,487
Couplers, draft gear	970
Wheels, axles, journal bearings, wheel & axle assemblies	408
Trucks	1,044
Car bodies	267
Tanks, trailer flats, loading, placarding, special equipment	346
Cooling, heating, cooking, lighting & electrical equipment	12
Accident prevention, sanitation and facilities	9
Inspections or tests not made when required	1,686
Total Defects	13,739

NUMBER OF FREIGHT CARS INSPECTED SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CARS INSPECTED FOR OVERDUE FOR WEIGHING FOR TARE, AND IMPROPER PISTON TRAVEL

Railway	Total Cars Inspected	Total Cars Defective	Total No. of Defects	Cars Inspected	
				Overdue Tare	Improper Piston Travel
Canadian National	55,910	6,304	8,267	10,793	18,482
Canadian Pacific	36,557	3,761	4,761	8,091	15,160
Miscellaneous	6,301	561	711	2,020	2,545
Totals	98,768	10,626	13,739	20,904	36,187

STATEMENT 12—DEFECTS ON PASSENGER CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31, 1962

Classification	Number of Defects
Safety appliances and safety devices	140
Handbrakes	93
Foundation brake gear	203
Air brake and air operated equipment	196
Couplers, draft gear	34
Wheels, axles, journal bearings, wheel & axle assemblies	4
Trucks	131
Car bodies	3
Cooling, heating, cooking, lighting & electrical equipment	167
Accident prevention, sanitation and facilities	413
Inspections or tests not made when required	444
Total Defects	1,828

NUMBER OF PASSENGER CARS INSPECTED, SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CARS INSPECTED FOR IMPROPER PISTON TRAVEL FOR YEAR ENDED DECEMBER 31, 1962

Railway	Total Cars Inspected	Total Cars Defective	Total No. of Defects	Cars Inspected
				Improper Piston Travel
Canadian National	5,061	885	1,358	1,413
Canadian Pacific	2,457	330	470	656
Miscellaneous				
Totals	7,518	1,215	1,828	2,069

STATEMENT 13—SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD

	Canadian National (Atlantic Region)	Canadian National (St. Lawrence Region)	Canadian National (Great Lakes Region)	Canadian National (Prairie Region)	Canadian National (Mountain Region)	Canadian Pacific (Atlantic Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Miscellaneous	Totals
FIRES OF RAILWAY ORIGIN—											
Number by causes											
Locomotive Class A fires	8	1	2		4		3		6	5	29
Locomotive Class B fires	18		10	1	2	2	6		10	4	53
Locomotive Class C fires	1	1	5							1	8
Employees, Class A fires	1	2	1	1	1						6
Employees, Class B fires		2	8	2	1		6	2	1	3	25
Employees, Class C fires			1	3			1		1		7
Fuses, Class A fires	1						1		1		6
Fuses, Class B fires	2				2		1				
Fuses, Class C fires					1		6				
Burning smoking materials from trains, Class A											
Burning smoking materials from trains, Class B	4	3	4				3		1		15
Burning smoking materials from trains, Class C		1	2	2	1		3	1			10
Total Class A							1				1
Total Class B	15	6	7	1	7		7		8	5	56
Total Class C	18	3	20	5	5	2	21	3	11	7	95
	2	1	6	3			2		1	1	16
Total	35	10	33	9	12	2	30	3	20	13	167
Areas burned (Acres)											
Young forest growth	87.50	56.00	134.00	7.00	.10		25.25		10.10	11.25	331.20
Merchantable timber	93.00	1,000.00	166.25				1.75	3.50	10.00		1,274.50
Slashing or old burn		2.00		45.00	2.00					33.00	82.00
Other classes of land	54.83	72.01	54.00	53.10	4.20	2.00	43.60	39.50	9.85	3.70	336.79
Total	235.33	1,130.01	354.25	105.10	6.30	2.00	70.60	43.00	29.95	47.95	2,024.49
Value of Property destroyed	$	$	$	$	$	$	$	$	$	$	$
Young forest growth	486.00	376.00	1,000.15	119.00	2.50		84.90		201.00	59.00	2,328.55
Standing Timber	930.00	36,000.00	1,840.88				5.00	20.00			38,795.88
Forest Products		16.00									16.00
Other Property		1,500.00	7.00		4,040.80				200.00	.25	5,748.05
Total	1,416.00	37,892.00	2,848.03	119.00	4,043.30		89.90	20.00	401.00	59.25	46,888.48
KNOWN CAUSES OTHER THAN RAILWAY—											
Campers and travellers, Class A	1	6			1				1	1	10
Campers and travellers, Class B	2	1	1	1					1	2	8
Campers and travellers, Class C	2	2									4
Settlers, Class A											
Settlers, Class B	1										1
Settlers, Class C											
Other known causes, Class A	1				1				2		4
Other known causes, Class B	2				2				1		5
Other known causes, Class C					1						1

Total, Class A	2	6			2				3	1	14
Total, Class B	5	1	1	1	2				2	2	14
Total, Class C	2	2			1						5
Total	9	9	1	1	5				5	3	33
Areas burned (Acres)											
Young forest growth	20.00	138.00	.50								158.50
Merchantable timber		4.00									4.00
Slashing or old burn				.50	44.00						44.50
Other classes of land	30.25	22.05	.25		1.35				3.42	6.00	63.32
Total	50.25	164.05	.75	.50	45.35				3.42	6.00	270.32
Value of Property destroyed	$	$	$	$	$	$	$	$	$	$	$
Young forest growth	19.00	1,406.00	2.50								1,427.50
Standing Timber		50.00									50.00
Forest products					2.40				1,120.00		1,122.40
Other property	27.00	78.00			1.05				4,320.00		4,426.05
Total	46.00	1,534.00	2.50		3.45				5,440.00		7,025.95
FIRES OF UNKNOWN ORIGIN											
Class A	6	1			1		1		1		10
Class B	6	2					2		2	1	13
Class C		1									1
Total	12	4			1		3		3	1	24
Areas burned (Acres)											
Young forest growth	2.00	6.50					1.25				9.75
Merchantable timber											
Slashing or old burn		.50									.50
Other classes of land	16.98	17.00					.51		5.55	1.00	41.04
Total	18.98	24.00					1.76		5.55	1.00	51.29
Value of Property destroyed	$	$	$	$	$	$	$	$	$	$	$
Young forest growth	20.00	65.00					10.00				95.00
Standing timber											
Forest products											
Other property		10.00							1.50		11.50
Total	20.00	75.00					10.00		1.50		106.50
GRAND TOTALS FOR ALL CAUSES (Number)											
Total of all Classes A	23	13	7	1	10		8		12	6	80
Total of all Classes B	29	6	21	6	7	2	23	3	15	10	122
Total of all Classes C	4	4	6	3	1		2		1	1	22
Total of all fires reported	56	23	34	10	18	2	33	3	28	17	224
Areas burned (Acres)											
Young forest growth	116.00	200.50	134.50	7.00	.10		26.50		10.10	11.25	505.95
Merchantable timber	93.00	1,004.00	166.25				1.75	3.50	10.00		1,278.50
Slashing or old burn	.50	2.50		45.50	46.00					33.00	127.50
Other classes of land	104.06	111.06	54.25	53.10	5.55	2.00	44.11	39.50	18.82	10.70	443.15
Total	313.56	1,318.06	355.00	105.60	51.65	2.00	72.36	43.00	38.92	54.95	2,355.10

STATEMENT 13—SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD—Concluded

—	Canadian National (Atlantic Region)	Canadian National (St. Lawrence Region)	Canadian National (Great Lakes Region)	Canadian National (Prairie Region)	Canadian National (Mountain Region)	Canadian Pacific (Atlantic Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Miscellaneous	Totals
GRAND TOTALS FOR ALL CAUSES (Number) Conc.											
Value of Property destroyed	$	$	$	$	$	$	$	$	$	$	$
Young forest growth	525.00	1,847.00	1,002.65	119.00	2.50	.....	94.90	.....	201.00	59.00	3,851.05
Standing timber	930.00	36,050.00	1,840.88	.....	.....	.....	5.00	20.00	.....	.....	38,845.88
Forest Products	.....	16.00	.....	.....	2.40	.....	.....	.....	1,120.00	.....	1,138.40
Other property	27.00	1,588.00	7.00	.....	4,041.85	.....	.....	.....	4,521.50	.25	10,185.60
Total	1,482.00	39,501.00	2,850.53	119.00	4,046.75	.....	99.90	20.00	5,842.50	59.25	54,020.93

NOTE:—Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.
Class B fires are those which cover an area of one-fourth acre to ten acres.
Class C fires are those which cover an area over ten acres.

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FIFTY-NINTH REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

* * * * *

For the Year Ended December 31
1963

With a preface by the Chief Commissioner, Mr. Rod Kerr, Q.C., on the occasion of the Sixtieth Anniversary of the Board's establishment, February 1, 1904



FIFTY-NINTH REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

* * * * *

For the Year Ended December 31 1963

With a preface by the Chief Commissioner, Mr. Rod Kerr, Q.C., on the occasion of the Sixtieth Anniversary of the Board's establishment, February 1, 1904

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BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

Rod Kerr, Q.C., *Chief Commissioner.*

H. H. Griffin, *Assistant Chief Commissioner.*

J. E. Dumontier, *Deputy Chief Commissioner.*

J. M. Woodard, *Commissioner.*

W. R. Irwin, *Commissioner.*

A. S. Kirk, *Commissioner.*

C. W. Rump, *Secretary.*

J. D. Beaton, *Assistant Secretary.*

J. M. Fortier, *General Counsel.*

M. M. Goldberg, *Assistant Counsel.*

R. A. Shier, *Director of Engineering.*

A. G. Hibbard, *Assistant Director of Engineering.*

H. W. Ellicott, *Director of Traffic.*

J. Hanley, *Assistant Director of Traffic.*

R. M. MacDonald, *Director of Operation.*

M. R. Angus, *Assistant Director of Operation.*

M. E. Burwash, *Director of Economics and Accounting.*

D. C. Deighton, *Assistant Director of Economics and Accounting.*

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THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA ON ITS DIAMOND ANNIVERSARY

by the Chief Commissioner
Rod Kerr, Q.C.

The Board of Railway Commissioners for Canada, whose name was changed to the Board of Transport Commissioners for Canada, was created on February 1, 1904. Thus, on February 1, 1964, it attained its Diamond Anniversary.

A Diamond Anniversary is a time both for looking back and for looking forward. It is also an appropriate occasion for indicating, in a summary way, the origin and development of the Board and its work. The general public knows little about many of the Board's activities and responsibilities.

The Board's work has been concerned so much with railways that I am mindful of two passages from speeches of Nova Scotia's great tribune, the Honourable Joseph Howe. The first is this:

> "I never see a bride going to Church with orange blossoms in her bonnet, or a young couple strolling toward the kissing bridge of a summer evening that I do not involuntarily exclaim, 'Heaven bless them, there goes the material to make railroads.' "

The other was said in Halifax on May 15, 1851. He said:

> "I am neither the prophet nor the son of a prophet, yet I will venture to predict that in five years we shall make the journey hence to Quebec and Montreal and home through Portland by rail and I believe that many in this room will live to hear the whistle of the steam engine in the passes of the Rocky Mountains and to make the journey from Halifax to the Pacific in five or six days."

Ribbons of steel have indeed crossed the continent. The haunting whistle of the steam locomotive has been heard in the passes of the Rocky Mountains. The trains go from Halifax to the Pacific in less than five days.

Origin and Constitution of the Board

Joseph Howe's lifetime saw the beginning of a great era of railway construction in Canada and the United States. With this growth came abuses which neither the common law nor direct legislation nor resort to the courts was able to cope with, and by 1887, when the Interstate Commerce Commission was established in the United States, there was acceptance of the idea that regulation of railway transportation should in the public interest be placed in the hands of a non-partisan commission-type organization. Seventeen years later the Parliament of Canada followed suit and by virtue of the Railway Act of 1903 the Board of Railway Commissioners for Canada was created. It was given its present name in 1938. It consists of a Chief Commissioner, an Assistant Chief Commissioner, a Deputy Chief Commissioner and three Commissioners. They are appointed by the Governor in Council for a term of ten years initially, and may be re-appointed, subject to retirement at age 75. They hold office during good behaviour and may be removed during their term only upon address of the Senate and House of Commons, as in the case of judges.

The Board is a "court of record" and as respects matters necessary or proper for the exercise of its jurisdiction has the powers and privileges of a Superior

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Court. In addition to its judicial powers it has extensive administrative, regulative and legislative powers. It may act upon application or complaint or of its own motion. It has issued in its lifetime more than 100,000 formal orders and is currently issuing about 3,300 orders per year.

Its orders and decisions are appealable directly to the Supreme Court of Canada and the Governor in Council. In the last 10 years there were 34 appeals. The appeal to the Supreme Court of Canada is upon a question of law or jurisdiction if leave to appeal is granted by a justice of that court. In those 10 years there were 14 applications to the Supreme Court for leave to appeal and 20 appeals to the Governor in Council. The Board's decisions were not overruled or varied on any of these appeals, with the exception of one case in which the Supreme Court agreed with a decision of a member of the Board who dissented from a majority decision concerning provision of telephone service; two cases in which the Governor in Council directed the Board not to allow credits to company tax equalization reserves as necessary expenses or requirements in determining telephone and railway rates; and two cases (which have not yet been finally decided by the Governor in Council) in which the Governor in Council suspended increases allowed by the Board in certain grain rates and demurrage charges on grain cars.

The Board makes its own independent decisions, as Parliament intended that it should when it was created. Many of the matters that reach it are highly contentious. Its decisions are not always pleasing nor always right, for the Board is human and fallible. But their decisions are always what the Commissioners believe the facts and the governing law call for. Their duty and oath of office demand no less.

Jurisdiction and Activities

Most of the Board's powers and responsibilities are set forth in the Railway Act. But it also has jurisdiction in non-railway fields by virtue of that Act and other statutes. It has, for example, jurisdiction over the telephone rates of The Bell Telephone Company of Canada, the British Columbia Telephone Company and the Bonaventure and Gaspé Telephone Company, the amount, terms and conditions of capital stock issues of these companies and the placing of their lines along public highways; over the licensing of ships on inland waters of Canada and their passenger and freight rates; over tolls for the use of international bridges and tunnels; telegraph rates; and a number of matters under private statutes.

For some years the Board had jurisdiction in respect of transport by air, prior to the creation of the Air Transport Board. Again, it had jurisdiction prior to the creation of the National Energy Board over federal oil and gas pipe lines, and under that jurisdiction most of the major interprovincial and international pipe lines in Canada were constructed, including Trans-Canada, Trans-Northern, Trans Mountain, Interprovincial and Westcoast Transmission lines.

As a creature of statute its jurisdiction is only what the statutes confer and is confined to companies and matters that are subject to the legislative authority of Parliament. It has a general jurisdiction under Section 33 of the Railway Act to inquire into and determine any application by a "party interested" complaining of a violation of the Railway Act or Special Act or any regulation or order made thereunder; or requesting the Board to make any order that it is authorized to make, or with respect to any thing that by the Railway Act or the Special Act is prohibited, sanctioned or required to be done.

An example of recourse to this jurisdiction was a recent application for an order declaring that purchases of shares of Northern Electric Company, Limited by The Bell Telephone Company were contrary to the provisions of a Special Act.

The Board also has jurisdiction to make orders or regulations for carrying the Railway Act into effect and for exercising any jurisdiction conferred on the Board.

Its jurisdiction over railways falls generally into five broad categories:

(*a*) freight, passenger, express and communication rates
(*b*) safety of railway operations
(*c*) facilities for railway service and accommodation for traffic
(*d*) location, construction and maintenance of railways and crossings, and
(*e*) accounting and statistical reporting by companies, and administration of subsidies related to freight rates.

The Railway Act has provisions designed to provide for "just and reasonable rates" and prohibition of "unjust discrimination" and "undue preference", however elusive and indefinite these expressions may be. They apply to railway freight, passenger and express rates, telegraph and telephone rates and rates for the use of international bridges and tunnels. Somewhat similar provisions are in the Transport Act in respect of rates for carriage by water regulated under that Act. Generally speaking, rates are initially established by the companies, but the Board may investigate and, where there is reason to do so, suspend or disallow rates and prescribe other rates in their stead; and it has power, with certain exceptions, to fix rates and to change them as changing conditions or cost of transportation may require. There are special provisions for statutory freight rates and "agreed charges". Tariffs of rates must be filed with the Board. They range in size from a single sheet to a large book. Tariff filings in recent years have exceeded 40,000 per year. The individual and general rate problems that the Board deals with are too varied and numerous to be outlined here.

Safety of railway operations is a primary concern of the Board. The Railway Act gives it wide powers in this field. The Board has prescribed a uniform code of operating rules and numerous safety regulations. Its staff makes inspections of locomotives, passenger and freight cars, boilers, air brakes, signals and other equipment and facilities for storage of flammable liquids, liquefied petroleum gases and anhydrous ammonia on or adjacent to railways. Collisions, derailments and crossing accidents are investigated. Regulations have been prescribed for the transportation of dangerous articles by rail and in this connection the carriage of radioactive materials is posing new problems. These are some of the safety activities of the Board. All of them are systematic and continuous. Railway technology is changing old and introducing new methods and practices and there is continuing emphasis on the Board's role in promoting safety of railway operations.

Railway companies are obligated to furnish, within their powers, adequate and suitable accommodation for traffic and to carry traffic offered for carriage upon their railways. What trains are to run, and what their schedules are to be, are matters for decision by railway management. The Board's role is regulatory, not managerial. But the Board is frequently asked to intervene upon complaint that the railways are not fulfilling their obligation. Applications and complaints respecting abandonment of uneconomic lines, reduction of train services and closing of station agencies have become more frequent in recent years and have entailed investigations by the Board's staff and in many cases public hearings by the Board in the areas affected. The Board would not be able to carry on its volume of work if it were required to hold public hearings whenever and wherever requested, and it is therefore often necessary to make decisions based on information and submissions filed by the parties affected and investigations by the Board's staff, without public hearings by the Commissioners. The Railway Act authorizes and contemplates this.

Engineering activities of the Board pertain to the location, construction and maintenance of railways, bridges, signals, fencing, drainage, grade separations

and crossings and crossing protection. The Board administers The Railway Grade Crossing Fund, which provides financial assistance towards the cost of certain crossing protection and grade separation projects. In 1955 the annual appropriation to this fund was increased to $5,000,000 from $1,000,000, and commencing in 1958 a further $10,000,000 was provided each year. The total grants made and administered by the Board from the fund in the years 1958–1963 have amounted to approximately $90,000,000, as compared with about $25,000,000 in the years 1909–1957. There has been a related increase in the Board's activities in this respect.

Railway, telegraph, telephone and other companies under the Board's jurisdiction make returns to the Board of their revenues, expenses, assets, traffic and other items of their business. An amendment to the Railway Act in 1955 required the Board to prescribe uniform accounting systems for the railways. It has done so, and its staff makes systematic examinations of railway accounts and special studies and analyses for various purposes, including a waybill analysis of carload traffic based on a continuous sample method under which the railways furnish copies of approximately one per cent of their waybills on line-haul all-rail carload traffic between Canadian stations. Costing or cost-finding is playing an increasingly important part in the transportation and communication fields and the work of the Board. Although modern statistical methods, such as multiple regression analysis, have developed with the use of electronic computers, railway costing is not a purely mathematical function, for judgment is involved in the use of techniques; and although present day costing procedures are better than those formerly used there is a need to improve cost-finding techniques and to develop more comprehensive and useful statistical data for this purpose.

The Board has been fortunate in having the co-operation of railway management and representatives of railway labour, and indeed of nearly all parties with problems coming within the Board's jurisdiction, in efforts to resolve issues by means of correspondence and discussions and conferences. The great majority of problems are resolved in this way. However, some contested issues, because of their nature or importance, go to formal public hearing where witnesses are sworn and court procedures are followed.

The Commissioners have been fortunate, too, in having the assistance of a continuity of staff dedicated to the public service and with a wealth of experience in their specialized fields.

The Board has its headquarters in Ottawa and district offices in St. John's, Moncton, Montreal, Toronto, Winnipeg, Saskatoon, Calgary and Vancouver.

Looking Forward

Transportation in Canada is quite different from what it was at the end of World War II. Since that time tremendous growth has taken place in transportation by air, pipe line and highway and important changes in the economy of Canada have occurred. Competition between the various modes of transportation is intense. The present situation presents complexities that appear almost infinite, and although no easy solution presents itself there are few who support the status quo in all respects. New concepts of pricing and service are gathering strength. New legislation is in the making.

Although the Board is proud of its history and traditions it must not rest on the records of its past. It will be judged for the future on the measure of its success in carrying out the responsibilities assigned to it from time to time in the governmental structure within the accepted concept of its status as an independent non-partisan commission. It will, I am confident, provide new records of worthwhile accomplishments in the years ahead. That is the challenge. That is its aim.

Feb. 1, 1964.

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

CHIEF COMMISSIONER – ROD KERR, Q.C.

ASSISTANT CHIEF COMMISSIONER – H. H. GRIFFIN

DEPUTY CHIEF COMMISSIONER – J.E. DUMONTIER

COMMISSIONER – J.M. WOODARD
COMMISSIONER – W.R. IRWIN
COMMISSIONER – A.S. KIRK

SECRETARY OF THE BOARD – C. W. RUMP

FEDERAL PUBLIC STATUTES CONFERRING JURISDICTION ON THE BOARD INCLUDE:

RAILWAY ACT – Chap. 234, R.S.C. 1952. Confers extensive judicial, regulatory and administrative functions in respect of, inter alia, location, construction, operation and uniform accounting of railways subject to Parliament; protection at highway-railway crossings; The Railway Grade Crossing Fund; railway express, telegraph, telephone and international bridge tolls.

TRANSPORT ACT – Chap. 271, R.S.C. 1952. Confers jurisdiction to license ships on the Great Lakes, MacKenzie and Yukon Rivers; their charges and tolls; and agreed charges of certain rail and water carriers.

BRIDGES ACT – Chap. 20, R.S.C. 1952. C.N.R. – C.P.R. ACT – Chap. 39, R.S.C. 1952.

MARITIME FREIGHT RATES ACT – Chap. 174, R.S.C. 1952. RADIO ACT – Chap. 233, R.S.C. 1952.

ST. LAWRENCE SEAWAY AUTHORITY ACT – Chap. 242, R.S.C. 1952. TELEGRAPH ACT – Chap. 262, R.S.C. 1952.

C.N.R. ACT – Chap. 29 of 1955 Statutes. FREIGHT RATES REDUCTION ACT – Chap. 27, 7–8 Elizabeth II.

APPROPRIATION ACT Nos. 4–61, 5–61 Vote 590; Nos. 7–62, 5–63 Vote 213a – Subsidies

ECONOMICS AND ACCOUNTING

M.E. Burwash — Director
D.C. Deighton — Ass't Director

Responsible for providing economic, statistical and financial information and advice required for decisions by the Board in connection with investigations, applications, hearings and reviews of carrier performance pursuant to Board Orders and Rulings; the form and content of periodic reporting by railways, water carriers, communications and other companies subject to the jurisdiction of the Board; analysis and interpretations of transportation and communication trends in recurrent reports and special submissions; processing and publication of the Annual Waybill Analysis of All-Rail Carload Freight Traffic; administration of uniform accounting classifications; conducting field examinations of company records; issuance of accounting interpretations and rules governing the preservation of records; formulae governing freight and traffic costing and general accounting allocations, and the methods to be followed in establishing "out of pocket" and "all inclusive" costs; special studies and research on the economics of companies under the jurisdiction of the Board, including problems which are known to be developing and which may be expected to involve Board decisions.

ENGINEERING

R.A. Sher — Director
A.G. Hibbard — Ass't. Director

The Engineering Branch deals with and advises the Board on all applications concerning construction and maintenance of railway lines, and administration of the Railway Grade Crossing Fund.

Conducts field inspection and examines plans before recommending the approval of construction and maintenance of railway lines, sidings, railway-highway-farm crossings, junctions, signals, bridges, fences, drainage, etc.

Conducts field inspections, examines plans and estimates of cost for construction of grade separations, installations of automatic protection or safety features at railway-highway crossings.

Maintains complete record of railway-highway crossings and grants, commitments and payments from the Railway Grade Crossing Fund.

LAW

J. M. Fortier — General Counsel
M.M. Goldberg — Ass't. Counsel

The law Branch advises the Board and its Officers on questions of law, jurisdiction, practice and procedure; drafts orders, regulations and legislation; represents the Board on appeals and references to the Supreme Court of Canada and other courts when necessary; attends the Board's public hearings and when necessary examines witnesses, confers and corresponds with Counsel representing parties to applications before the Board; prepares briefs, memoranda and précis on matters dealt with by the Board.

Supervises the maintenance of the Board's Library and other related work of a professional legal nature.

OPERATING

R. M. MacDonald — Director
M.R. Angus — Ass't. Director

The Operating Branch advises the Board and makes recommendations in matters relating to adequacy of rail service to the public, safety of operation, safe condition of rolling stock and equipment, suitability of facilities, investigation of accidents, fire prevention along railway right-of-way and the safe transportation of commodities. The Branch is divided into four sections: (1) Operating, (2) Mechanical, (3) Fire Prevention and (4) Explosives and Other Dangerous Commodities.

In view of the Branch's concern with the day to day operation of railways coming under the Board's jurisdiction, close working relations are maintained at all levels of management as well as with labour groups and other interested parties. Applications to abandon, reduce or augment existing services are investigated by the Operating Branch. Rolling stock and motive power is regularly inspected. To carry out the field work involved in these duties District Offices are maintained at several locations outside Ottawa. The current rules respecting most of these functions are contained in some 160 Board Orders which are subject to periodic amendment or revision as the need arises.

SECRETARY'S (Administrative)

C.W. Rump — Secretary
J.O. Beaton — Ass't. Secretary

The Secretary's or Administrative Branch is divided into three sections: (1) General Administrative Services, (2) Records and (3) Accounts.

In addition to the maintenance of minutes of Board meetings the Secretary's Branch keeps a record of all proceedings conducted before the Board by way of public hearings, makes all arrangements for such hearings at or outside Ottawa; deals with all official correspondence of the Board, has custody and care of all official records and documents belonging or appertaining to the Board; maintains official copies of every Judgment, Regulation, Ruling and Order of the Board; issues certified copies of such orders and regulations as requested; makes recommendations on matters affecting the employment and accommodation of the Board's staff; initially deals with inquiries for information covering the Board's work from interested parties, the Press, etc.

TRAFFIC

H.W. Ellicott — Director
J. Hanley — Ass't Director

Deals with, and advises the Board on, all matters concerning Traffic, Tolls and Tariffs in respect of:

Freight (Rail and Water).
Passenger (Rail and Water).
Express.
Agreed Charges.
International Bridges and Tunnels.
Telegraph.
Telephone.
Radio Messages (Radio Regulations).
Maritime Freight Rates Act.
Freight Rates Reduction Act.
Trackage Maintenance Subsidy.
Licensing of Ships.
Free and Reduced Rate Transportation.

JANUARY 1964

DISTRICT OFFICES – ENGINEERING AND OPERATING

MONCTON, N.B. | MONTREAL, P.Q. | TORONTO, ONT. | WINNIPEG, MAN. | CALGARY, ALTA.

DISTRICT OFFICES OPERATING

ST. JOHN'S, NFLD. | SASKATOON, SASK. | VANCOUVER, B.C.

REPORT OF BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

To the Governor in Council:

Pursuant to Section 31 of the Railway Act, Chapter 234, R.S. 1952, the Board of Transport Commissioners for Canada has the honour to submit its Fifty-Ninth Report for the year ended December 31, 1963.

GENERAL REVIEW OF THE BOARD'S WORK IN 1963

During the calendar year 1963, a total of 2750 applications were received by the Board under the provisions of the Railway Act, the Transport Act, the Maritime Freight Rates Act and other legislation under the Board's jurisdiction.

There were twenty public hearings held by the Board during the year. In addition to those held in Ottawa there were sittings in Alberton, Prince Edward Island; Buctouche and Woodstock, New Brunswick; Arthabaska, Drummondville, Montreal, Quebec City and Rawdon, Province of Quebec; Peterborough, Ontario; Brandon, Manitoba; and Fernie, Nelson, New Westminster and Penticton, British Columbia.

The Board issued 2,971 Orders and 7 General Orders during the year as compared with 3,301 Orders and 18 General Orders during the year 1962. The practice of reporting all Judgments and Orders in the publication "Judgments, Orders, Regulations and Rulings" was continued.

The Board's staff establishment in Ottawa remained at 146, which was the same as in 1962. There were twelve positions vacant during the year 1963 which could not be filled because of the continuing Staff Recruitment Regulations. The increase in field work required the addition of four engineering positions to district office staffs bringing the total number to 36 as compared with 32 in 1962. The staff located in the eight district offices carry out engineering, mechanical and operational inspections in their respective areas.

Detailed accounts of the general operations of the Board are contained in subsequent sections.

PETITIONS TO THE GOVERNOR IN COUNCIL DURING 1963

The Canadian Trucking Association Incorporated petitioned for leave to refer to the Board under section 33(2) of the Transport Act Agreed Charge C.T.C. No. 1515, No. 1600 and No. 1670 between the Canadian National Railways and Acton Limestone Quarries Limited, Cayuga Quarries Limited and Trent Valley Sand and Stone Limited. These were dismissed by Orders in Council P.C. 1963-1041, 1963-1042 and 1963-1043, respectively, all dated July 9, 1963.

Petition of Alberta Forest Products Association; Interior Lumber Manufacturers' Association; Northern Interior Lumbermen's Association; Saskatchewan Timber Board; Cariboo P.G.E. Lumber Manufacturers' Association and The British Columbia Lumber Manufacturers' Association re the application of British Columbia Interior Sales Limited et al for amendment to currency

exchange regulations tariff, Agent, R. K. Watson, C.T.C. (F) No. 1643, to provide payment of discount on freight charges when such charges are payable in the United States of America, and in the matter of Order No. 108170, dated June 18, 1962. No Order in Council issued in this matter.

Petition of Interprovincial Steel and Pipe against Board Order No. 110692 which dismissed its application for an Order making it a party to Agreed Charge C.T.C. (AC) No. 63 and C.T.C. (AC) No. 89. Later, there was an appeal to the Supreme Court and the petition was withdrawn by the solicitors for the Petitioner.

APPEALS TO THE SUPREME COURT OF CANADA

The Province of British Columbia applied to the Supreme Court for leave to appeal Board's Order No. 108265 which dismissed the Province's application for an Order authorizing it to encroach upon the right of way of the Canadian Pacific Railway Company in the vicinity of mileage 26.5 Cascade Subdivision. The appeal was not heard as the Railway and the Province arrived at a settlement.

The application of the Bogoch Seed Company Limited for relief from the freight rates on rapeseed which was dismissed by the Board was appealed to the Supreme Court. The Supreme Court, in a judgment dated April 1, 1963, dismissed the appeal with costs.

Interprovincial Steel and Pipe Corporation Limited and the Canadian Pacific Railway Company and the Canadian National Railways re Supplement No. 29 to Agreed Charge C.T.C. (AC) No. 63. In a divided judgment the Board refused the application of Interprovincial Steel and Pipe Corporation Limited to become a party to this Agreed Charge on the basis that for pipe to come within the ambit of this Agreed Charge it must be made from skelp produced in Ontario. The Supreme Court dismissed the appeal and upheld the majority decision of the Board.

Walter J. McKenna and The Bell Telephone Company of Canada and Metcalfe Telephones Limited. In a divided judgment the Board had ordered Bell Telephone to supply Walter J. McKenna with telephone service. The Supreme Court allowed the appeal and cited with approval the dissenting opinion of the Assistant Chief Commissioner.

SUMMARY OF APPEALS TO THE GOVERNOR IN COUNCIL FEBRUARY 1, 1904, TO DECEMBER 31, 1963

Dismissed	43
Allowed	6
Referred back	15
Withdrawn, Discontinued, etc	13
Pending	2
Total	79

SUMMARY OF APPEALS TO THE SUPREME COURT OF CANADA FEBRUARY 1, 1904, TO DECEMBER 31, 1963

Dismissed (including refusal to grant leave to appeal)	85
Allowed	20
Pending	4
Withdrawn, Discontinued, etc	14
Total	123

AMENDMENTS TO STATUTES

Section 312 of the Railway Act was amended by substituting the word "enter" for the word "pass" so that the section would not compel trains to complete a crossing at the controlled speed of ten miles an hour as long as the trains had entered the crossing at that speed. A new subsection was drafted as subsection (3) which provides that where the Board has ordered protection at a crossing and has imposed a limitation on train speed before the protection has been provided, that imposed speed limitation shall apply and that no train shall enter the crossing during the period before the protection has been provided at a speed in excess of the limitation so imposed.

Section 428(1) which provides penalties for infraction of section 312 was amended to make it correspond to the language of the amended section 312.

Section 265 of the Railway Act, as amended by 1955, ch. 41, and 1958, ch. 40, establishes The Railway Grade Crossing Fund to be applied towards the cost of placing reflective markings on the sides of railway cars and the cost of work done for the protection of the public in respect of level crossings and the cost of grade separations. Subsection (2) of that section sets forth the limits of the amounts that may be so applied.

By the 1958 amending Act, these limits were increased for a three-year period commencing on January 31, 1958. By an Act to amend the amending Act, 1960, ch. 35, the period was extended to six years from January 31, 1958. This amendment extended the period for a further three years until January 31, 1967.

Section 26 of the Railway Act was amended to provide for an increase in the statutory salaries of the Commissioners.

SUMMARY OF SELECTED DECISIONS OF THE BOARD

In the Matter of the application of Walter J. McKenna for telephone service from The Bell Telephone Company of Canada. 53 J.O.R. & R. 341.

This matter was determined on the basis of submissions on file without a public hearing on the consent of all parties. The Applicant had been trying to obtain a telephone from The Bell Telephone Company of Canada without avail and applied to the Board for an Order compelling Bell to furnish him with telephone service. The Board held that whatever power it had so to do was created by section 2 of ch. 41 S.C. 1902, which is "an Act respecting The Bell Telephone Company of Canada".

The Board held that this section was enacted for the benefit of persons desiring to have Bell's telephone service, although their right to have that service was limited to certain situations set forth in the section. These limitations can be put into three groups. The first being whether Bell gives a general service in the territory or locality in which the Applicant resides; the second, whether the Applicant's premises front upon a highway and his residence is within 200 feet of such highway; and third, whether Bell has a main or branch telephone service or system along the highway. The majority decision of the Board held that all three conditions were fulfilled and that the Applicant was entitled to telephone service from Bell.

The meaning of "territory" was decided differently by the majority and dissenting judgments. The majority held that "territory" embodies the collective description "locality". It pointed out that exchange boundaries are not necessarily coextensive with municipal territorial boundaries, and that service is often given in one part of a municipality and not in another, and also that one municipality and part of another may together form an exchange unit or an area

of telephone service. The majority judgment held that the fact that the Applicant's premises are in one township and that the Bell's lines are across the road in another township is of little importance. The majority judgment further held that although the Applicant's residence is not in a city, town or village it is in a territory or locality within the meaning of those words as used in the section.

The dissenting judgment held that the section recognized the necessity of one telephone system only providing a general service in any one city, town or village or in any one territory or service area, and that the general service provided in Osgoode Township, where the Applicant resides, is provided by Metcalfe Telephone Company and not Bell Telephone Company. The dissenting judgment held that the Applicant is not a person living within a city, town or village or other territory in which a general telephone service is furnished by Bell.

This decision of the Board was appealed by Metcalfe Telephone Company to the Supreme Court of Canada in 1963. Bell did not contest the appeal but the Applicant appeared personally. The Supreme Court of Canada concurring in the views expressed in the dissenting judgment reversed the majority judgment of the Board and the Board thereupon issued Order 113097, dated January 15, 1964, rescinding Order 111105, dated May 1, 1963, which ordered Bell Telephone Company of Canada to furnish telephone and telephone service to Walter J. McKenna.

In the Matter of amendments to Canadian National Railways' Tariff C.T.C. (F) No. E.3867 and Canadian Pacific Railway Company's C.T.C. No. E.5172 filed to become effective January 2, 1961, applying on bulk grain carload for export. 53 J.O.R. & R. 427.

By a series of various Orders, the Board had suspended the said Tariff amendments until June 30, 1963. Order in Council P.C. 1963–918, dated June 13, 1963, issued pursuant to section 53(1) of the Railway Act further extended until December 31, 1963, the said suspension and directed the Board to continue to suspend Tariff amendments filed pursuant to Order numbered 103860 and required the Railways to continue in force the rates that were in effect on November 30, 1960.

The Board thereupon issued Order numbered 111531, dated June 20, 1963, further suspending the said Tariff amendments until December 31, 1963, and ordering the Railways to continue the "at-and-east" rates on bulk grain for export that were in effect on November 30, 1960.

By Order 112879, dated December 20, 1963, which has not been reported as of the date of this Report, the Board further suspended the said Tariffs until June 30, 1964, and further ordered the Railways to continue the said rates on bulk grain that were in effect on November 30, 1960. This Order was issued pursuant to Order in Council 1963–1853, dated December 19, 1963.

In the Matter of a notice of motion made by the Applicant arising out of the pleadings in the application of Industrial Wire & Cable Company Limited, under sections 33 and 34 of the Railway Act for an Order forbidding the continuing by The Bell Telephone Company of Canada of the holding of shares in the capital stock of Northern Electric Company, Limited or, in the alternative, for an Order specifying that the financial affairs of Northern Electric Company Limited are subject to the scrutiny of the Board in order for the Board to effectively exercise its jurisdiction over The Bell Telephone Company of Canada. 53 J.O.R. & R. 467.

This was a procedural motion arising out of an application by Industrial Wire & Cable Company Limited seeking certain relief in respect of The Bell Telephone Company of Canada. This motion was brought by the Applicant to amend parts of its application; to adjourn other parts; for an Order for particulars of allegations in the Answer; for the clarification of issues; and also for an

Order requiring Bell to furnish full particulars of ownership of any line of telegraphic or telephonic communication possessed by Northern Electric Company Limited, a subsidiary of Bell.

The Board authorized the Applicant to amend the application and to adjourn the alternate part of the application.

The Board found that it had full power to order the particulars to be furnished by Bell and did, in fact, so order, including the full particulars of the ownership by Northern Electric Company Limited of any line of telegraphic or telephonic communication.

The case itself was heard later in the year and a judgment issued in 1964.

In the Matter of the allocation of costs between the Municipality of Metropolitan Toronto and The Bell Telephone Company of Canada arising from the relocation of Bell Telephone facilities in the City of Toronto. 53 J.O.R. & R. 143.

These costs were reserved for further Order of the Board, by Order No. 101486, dated June 15, 1960.

The Company relocated its facilities on Lakeshore Boulevard, in the City of Toronto, due to the construction of the Frederick G. Gardiner Expressway by Metropolitan Toronto. It submitted an account of $56,072.44 for its loss, costs and expenses of relocation. The Board has the power, under section 378 of the Railway Act, where the company cannot obtain consent from a municipality, to authorize the company to place its plant along or across or under any highway within the municipality in accordance with any terms, conditions or limitations that the Board deems fit.

The Board held that the compensation to be paid by the municipality to the Company would be the sacrificed life value of the plant, being $35,993.00, and also apportioned the cost of the work so that the municipality would bear the sum of $35,993.00 with the balance of the costs to be borne by Bell.

The Board did not award any interest to Bell and an Order issued accordingly.

In the Matter of the complaint of Interprovincial Steel and Pipe Corporation Ltd., against Supplement No. 29 to Agreed Charge C.T.C. (AC) No. 63. 53 J.O.R. & R. 111.

Agreed Charge No. 63 was related to pipe shipped from Welland, Ontario, to Vancouver, British Columbia. Supplement No. 29 related to charges fixed by the Board under the Transport Act for Alberta Phoenix Tube and Pipe Limited and Prairie Pipe Manufacturing Company Ltd., on pipe shipped from Edmonton and Regina to Vancouver, British Columbia.

The Board found that in the Alberta Phoenix case, where it had fixed the agreed charge, it had done so as a relief against unjust discrimination to that company in the matter of rates charged for the shipment of skelp and pipe.

In this case the Board found that the pipe referred to, to which the rates of the agreed charge would apply, was the pipe that was being made by Alberta Phoenix from skelp brought in by rail from Ontario. The Board found that Order No. 96575 was issued to give relief to Prairie Pipe similar to the relief given to Alberta Phoenix. At the time Prairie Pipe was making pipe from Ontario skelp. The issue in this case was whether the limitation in Supplement 29 could apply to pipe made at Regina from skelp that did not come from Ontario, and the Board found that such limitation was inherent in the Order making Alberta Phoenix a party to the agreed charge, and that Prairie Pipe or its successor, Interprovincial Steel and Pipe Corporation Ltd., could not come within the terms of the Agreed Charge.

In a dissenting judgment, the Assistant Chief Commissioner found that the Agreed Charge and the Order in the Alberta Phoenix case did not apply to pipe

made from Ontario skelp, but to all pipe, and therefore Supplement 29 was unlawful, in that it varied the effect of an Order that is clear and unambiguous.

The majority judgment of the Board was appealed to the Supreme Court of Canada, but the appeal was dismissed.

Application of Anderson Corporation of Bayport, Minn., for a ruling with respect to the less than carload freight rates on combined window frames and glazed sash from Stillwater, Minn., to Saskatoon, Sask. 53 J.O.R. & R. 449.

The Applicant asked the Board to decide the applicable freight charges on a less carload shipment of frames, window and glazed sash, from Stillwater, Minn., to Saskatoon, Sask.

On written submissions, without a hearing, the Board held that the decision rests on the interpretation of the classification provisions applicable to the shipment, and that for the Applicant to succeed it would mean that less carload shipments of combined window frame and glazed sash would obtain a lower rating than when the said two component parts are shipped separately, since commodity value is an important factor in classification ratings, and that it did not appear justified to charge a lower rating on a combined article than on its separate component parts.

The Board held that the articles were combination articles on the date of shipment as contemplated by the provisions of Rule 18 of C.F.C. (Canadian Freight Classification) 20, C.T.C. 1525, and are subject to the less carload ratings of Class 100, which was the classification applied by the railway to the goods in question.

In the Matter of increased commutation fares filed with the Board to become effective January 1, 1963, as suspended by Board Order No. 109935, dated December 1, 1962, and also regarding Scholars' Commutation fares. 53 J.O.R. R. 585.

The Canadian Pacific Railway Company filed tariffs in December, 1962, effective January 1, 1963, increasing its commutation passenger fares. These increases were for fare tickets between specified stations in New Brunswick, Ontario and Quebec. The Board received protests against the increases and suspended the tariffs by Order No. 109935.

The Board decided to use the suburban service of the Company between Montreal-Vaudreuil-Rigaud as a yardstick for the commutation herein issued and the review in the judgment is in respect of that suburban service. This service has been used in previous commutation cases for a similar purpose.

In a judgment of November, 1959, the Board authorized a 10% increase in the 40-trip commutation fares then in effect. The present situation is that these fares are on a basis of 3¢ per mile for a 10-trip ticket and 2.53¢ per mile, with a minimum of $9.00, for 40-trip tickets. The Board found that the history of commutation services has been that the total costs increase at a faster rate than the revenue from a higher volume of traffic, and that the evidence did not indicate any significant change in this pattern.

The Board found that railway commutation services will have to be self-sustaining or they will either drain freight revenue, or need to be subsidized by public assistance in the form of grants, subsidies or other financial aid. In the United States this type of assistance by public authority is becoming more common. Mass-transportation is a social and economic problem and commutation trains, to the extent that they replace automobile and buses, relieve traffic congestion.

Canadian Pacific has shown a need for the increased revenues that it has sought to realize by the suspended fare increases. In the absence of external financial assistance to these commutation services by way of subsidies or grants

by federal, provincial or municipal authorities, which is the factual situation, the company is entitled to obtain the requested revenues from those persons to whom it provides the commutation services.

The Board was not disposed to permit the specific fare increases proposed by Canadian Pacific. Passengers paying the 25 cents minimum fare were not being asked by Canadian Pacific to bear any part of the requested cost and revenue increases. The company's proposal was to put the burden of those increases on purchasers of commutation tickets who travel the longer distances. Persons paying the 25 cents minimum fare are now paying the maximum first class fare which is applicable throughout Canada.

The Board felt that the objective should be to obtain revenue by spreading the fare burden in the most equitable and reasonable way upon the whole body of persons, or as many of them as is possible, that use the service. The Board is not convinced that the company's proposal does this.

One alternative that occurred to the Board was to impose for each trip between certain stations a single straight surcharge, perhaps of 5 cents per trip, or surcharges per trip varying with distances.

The Board also felt that it is not unreasonable to charge half fare to scholars, but the proposed increase of present scholars' fares to that level at one stroke would be too abrupt. The Board therefore decided not to come to any firm conclusion at this time, but that the findings of the Judgment should be made known so that the possibility of more appropriate alternative fare revisions should be fully explored before any fare increase is put into effect. As the matter is still under consideration, no Order issued.

In the Matter of the application of the Canadian Manufacturers' Association for disallowance of the proposed chargey for checking carload freight as published in certain railway tariff items. 53 J.O.R. & R. 277.

The railway companies filed new tariff items providing for charges for the checking of carload freight.

These items were objected to by the Canadian Industrial Traffic League and the Canadian Manufacturers' Association, and were suspended by the Board pending a hearing.

The Board decided that there were three principal questions of which the third, being a question of law, was one that had to be determined by the presiding member of the Board, the Assistant Chief Commissioner. This question was "is it the duty of a railway company, being a common carrier, to issue a clean bill of lading without charge?"

The Board held that it has long been the custom and usage in Canada for a common carrier to furnish a bill of lading to the shipper or his agent without charge, and that it was the duty of a railway company, as a common carrier, so to do.

A "clean bill of lading" is one in which there is nothing to qualify the admission that the goods shipped are in apparent good order and condition, and the Board held that the endorsement of "S.L. & C." (Shipper's Load and Count) on a bill of lading disqualifies it as a clean bill of lading. The Judgment held that the present bills of lading approved by the Board, unless so qualified, are clean or clear bills of lading, and if goods are passed to a railway company for carriage and are in apparent good order, the shipper is entitled to receive, and the railway has a duty to furnish, a clean bill of lading without charge either for the bill or for the checking of the goods received. The tariff items were consequently disallowed.

In the Matter of the application of the Canadian Pacific Railway Company for an Order authorizing the abandonment of operation of its Minto Subdivision, a distance of 37.3 miles, between mileage 53.0 and mileage 90.3, all in the Province of New Brunswick. 53 J.O.R. & R. 393.

The Board found that the operation of this portion of the Minto Subdivision was unprofitable during the years 1958 to 1961 and was likely to continue to be unprofitable, and that the burden to the company of continuing to operate that portion will outweigh the loss and inconvenience that would be caused by its abandonment.

The Board would have no justification to compel the company to bear the burden of prospective losses year after year, as well as the immediate expense of replacing or repairing the Washademoak Bridge.

In dealing with the cost of money the Board found that it would be reasonable and practical to determine "cost of money" on the basis of a rate per centum per annum on the net value of the salvageable trackage and facilities.

The Board authorized the company to abandon the operation of the portion of its line from Young's Cove Road to Norton on at least one month's notice at any time after September 1, 1963, and that portion of the line between mileage 53.0 east of Pennlyn to Young's Cove Road, at any time after one year from the date of the Order (June 10, 1963), on at least three months' notice.

Application of the Canadian National Railways to discontinue passenger train service between The Pas and Flin Flon, Manitoba, provided by Trains 647, 648 and 650. 53 J.O.R. & R. 1.

The Board concluded that a review of the patronage, revenues and expenses warranted no other conclusion than that the continuance of the service was unjustified.

The Board found that the situation here was an examplar of the analysis appearing at page 40 of Volume 1 of the Report of the Royal Commission on Transportation where it says "in most instances where the railway finds it necessary to reduce services or abandon a line, the communities have deserted the railway—making use of it only as a standby service when it is temporarily inconvenient to move goods and people by alternate methods".

In the Matter of the application of the Canadian National Railways for an Order authorizing them to discontinue operation of passenger Trains 9 and 10 between Saskatoon, Saskatchewan, and Calgary, Alberta. 53 J.O.R. & R. 225.

The Board found that the sum total of inconvenience to those persons using Trains 9 and 10 did not justify requiring the railway company to sustain a continuing loss or to forego a net financial betterment.

The application was allowed.

In the Matter of the application of the Canadian Pacific Railway Company for an Order authorizing the discontinuance of Passenger Trains 123 and 124 between McAdam and Edmundston, New Brunswick. 53 J.O.R. & R. 521.

Upon a previous application by the railway for an Order authorizing the discontinuance of this service, the Board dismissed the application chiefly on the grounds that the alternative highway express service as proposed by the railway was inadequate for the economic well-being of the area.

In this renewed application, the railway presented evidence of a new proposed highway express service, and the Board found that the railway had made a sincere effort to provide a highway express service to meet the need of shippers and industries in this area.

In view of this, the Board further found that the loss to the railway in maintaining the present service outweighs any inconvenience that might accrue on receivers under the proposed highway express operation and the application was granted.

In the Matter of the application of the Canadian National Railway Company for an Order authorizing it to discontinue the operation of Passenger Trains 643 and 644 operating between Quebec and Richmond, Province of Quebec, 53 J.O.R. & R. 531.

In reality this application was for discontinuance only between Quebec City and Lyster, and for reduction from Lyster to Richmond.

In ordinary cases of this nature the Board reviews the general principle upon which these applications are decided, the weighing of the railway's financial loss due to the operation of the train service as against inconvenience to the public caused by the discontinuance of that operation.

Due to the peculiarity of this application inconvenience was not only to the population located along the part of the rail line where service was to be discontinued, but extended to the whole population between Quebec City and Richmond who would no longer be able to go to Quebec by train. The Board also noted that denying passenger train service to the Capital City of the Province and still supplying that service to Montreal is suggestive of discrimination.

The Board was not satisfied that the railway had explored all the means of reducing expenses and revising schedules that would make travel by train more attractive to the travelling public.

The application was dismissed.

In the Matter of the application of the Canadian Pacific Railway Company for an Order authorizing it to discontinue the operation of Passenger Trains 45 and 46 between Lethbridge, Alberta, and Spence's Bridge, British Columbia. 53 J.O.R. & R. 637.

In a judgment dated October 23, 1963, the Board found that the burden upon the railway company of maintaining the operation of these trains outweighed the need for the trains of those persons or commercial undertakings who used them, or who may reasonably be expected to use them in the foreseeable future. In its Order, the Board authorized the discontinuance of this service upon sixty days' prior notice such discontinuance not to be before the 16th day of January, 1964.

A petition was made to the Governor in Council to set the Board's Order aside, but it was denied by Order in Council P.C. 1964–40, dated January 14, 1964.

In the Matter of the application to the Board for recommendation to the Governor in Council for the sanction of an agreement for merger (amalgamation) of the Canadian Transit Company with and into Detroit International Bridge Company. 53 J.O.R. & R. 717.

The Canadian Transit Company was incorporated by ch. 57 S.C. 11–12 George V, 1921. It owns the Canadian part of the Ambassador Bridge lying between Detroit, Michigan, and Sandwich, Ontario.

The Board exercises jurisdiction in respect of tolls over this bridge under the provisions of section 42 of the Railway Act.

The Detroit International Bridge Company is the owner of that part of the bridge lying within the United States of America.

Section 14 of the Canadian Company's Special Act empowers it, inter alia, to enter into a merger with any Canadian or American company to operate the bridge. The Board held that both companies have satisfied the provisions of the Railway Act dealing with such applications for merger, and that the proposed

amalgamation will effect economies which may benefit users of the bridge and is in the interest of the American company and not harmful to the shareholders of the Canadian company, especially since those shares are either owned or held to the beneficial interest of the American company.

The Board also found that the amalgamated corporation will be financially able to discharge the liabilities of the Canadian company, that the bridge will be operated as it had been before, and that the employees of the Canadian company and their pension plan will not be adversely affected by the amalgamation. The Board also held that its present jurisdiction over tolls would not be affected.

The Board granted the application and recommended the sanction of the Agreement to the Governor in Council.

In its Order of recommendation, the Board invited the attention of the Governor General in Council to the fact that as a result of the amalgamation only one of the nine Directors will be a person domiciled in Canada.

In the Matter of the application of Mr. J. E. Richard for an Order permitting him to work certain mining claims in the Townships of Arnaud and Letellier, Duplessis County, Province of Quebec, and also for compensation from the Arnaud Railway Company Limited for severance by the Railway Company of the land lying over the mines and for the interruption, prevention and stoppage of working of the said mines and for the value of minerals unobtainable due to the construction and operation of the Company's line of railway. 53 J.O.R. & R. 45.

Mr. Richard alleged that he was the holder of certain mineral claims and as such was the owner of minerals found thereon or therein. He further alleged that, as the first occupant of these parcels of lands with his rights registered at the Quebec Bureau of Mines, he had an irrevocable right in the real property, provided he complied with the Quebec Mining Act.

The Claiment alleged that Arnaud Railway did not locate its line of railway until the Claimant's rights had been acquired, that the Company knew that the Claimant held the said claims and the Company had located and constructed its railway in contravention of section 197 of the Railway Act, because, at the time of such location, work for the preparation for the opening of a mine was being lawfully and openly made.

In his concurring judgment, the Assistant Chief Commissioner found that under section 200 of the Railway Act it was not sufficient merely for a Claimant to show that he holds a claim to become entitled to compensation. The Claimant must further prove that the lands affected by the location of the railway are lands lying over and containing a mine, and he must also prove damage, in that the railway prevents him from obtaining minerals that he is by law entitled to extract.

The Assistant Chief Commissioner found as a fact that at no time during which the Claimant alleged inability to obtain minerals was he the owner of the concession, and thus he had no mining rights on the alleged claim and was not entitled to compensation under section 200 of the Railway Act.

He further found that neither at the time of the location or the construction of the railway was the working of, or the access to any mine then open, (or for the opening of which preparations were at the time of location being lawfully or openly made), obstructed or interfered with. The Board held the Applicant is not and was not the owner, lessee, or occupier of any mine over which the railway was constructed; nor of any land lying over a mine, which land has been severed by the railway; nor has he been prevented from working any mine; nor has he been stopped, interrupted or required to work any mine so as not to injure or detrimentally affect the railway, nor has he been deprived of any mineral which the railway did not purchase.

To be eligible for compensation under section 200, the Applicant must have complied with the requirements of section 199(2) and have established damages suffered by reason of the circumstances set out in that section. The Board found that none of these had been established and the application was dismissed.

In the Matter of the application of British Columbia Telephone Company for an Order approving the amount, terms and conditions of the issuance sale of a total number of preferred shares of Capital Stock not to exceed one hundred and twenty thousand (120,000) shares at a par value of One Hundred Dollars ($100.00) each. 53 J.O.R. & R. 160.

The Board issued Order numbered 110739 authorizing the Applicant to issue one hundred and twenty thousand (120,000) preferred shares of a capital stock at not less than One Hundred Dollars ($100.00) per share bearing a dividend rate not greater than 5.15% per annum no later than the 3rd day of June, 1963.

The Order expressly provided that the sale should not be made until all statutory or other conditions precedent to the issue of such shares had been met by the Applicant.

Application by The Bell Telephone Company of Canada for approval of rates for extended-area telephone service between its Montreal exchange and exchanges in the surrounding area. 53 J.O.R. & R. 127.

The Bell Telephone Company of Canada submitted for the Board's approval a plan for extended-area service in the Montreal area providing for an extension of toll-free calling privileges in five of its exchanges. The adoption of the plan is subject to revised tolls and the Board is obligated to consider these revised tolls in determining the application.

The provision of extended-area services is essentially a matter which lies within the discretionary powers of the Company. The Board held that such extended services constitute a rearrangement of exchange boundaries and the tolls to be charged for such extended services are subject to approval of the Board pursuant to section 380(6) of the Railway Act. The Board further held that it has a duty to give full consideration thereto under the said subsection.

The Board held that the proposed plan met with the general approval of a substantial majority of the customers to be affected. The Board thereupon indicated its approval of the proposed rate structure which may be established upon institution of the extended-area service, but held that it was not necessary to issue an Order at this time.

Application of The Bell Telephone Company of Canada for approval of rates for extended-area telephone service between its Toronto exchange and fourteen exchanges in the surrounding area. 53 J.O.R. & R. 455.

This was an application by the Bell Telephone Company of Canada for the Board's approval of an extended area service plan providing toll-free calling privileges between fifteen of its exchanges in the Metropolitan Toronto area. Adoption of the plan is contingent upon the application of revised tolls for the expanded service. The Board held that it has no power to require the Company to provide this type of service, but that its powers were confined to the resultant charges which the Company would desire to impose upon its customers for this expanded service. The Board's policy has been to require the Company to obtain the views of all customers in the areas affected as to their willingness to accept such proposals and the higher exchange charges involved. The Board held that the proposed plan met with the general approval of those customers.

The Board further held that the provision of additional dial-switching equipment, and additional interchange circuits over greater than normal distances will result in additional expense for the Company, as well as a net loss

of toll revenue from the long distance calls that will be eliminated. The Board therefore, indicated its approval of the proposed rate structure which may be established upon the institution of the extended-area service, but held that no Order was required at this time. The Board was careful to point out that this decision deals solely as to the charges proposed for the extended service.

ECONOMICS AND ACCOUNTING

1962 Waybill Analysis

The Board's Waybill Analysis of Carload All-Rail Traffic for 1962 was published in September, 1963. Copies are available from The Queen's Printer, Ottawa, at 75 cents per copy. Remittances should be made payable to the Receiver General of Canada.

The 1962 waybill sample consisted of 19,273 carloads of all-rail traffic between Canadian stations. The sample by region consisted of 2,738 carloads originated in the Maritime Region, 9,389 in the Eastern Region and 7,146 in the Western Region. This distribution is about the same as obtained in former studies and assures a reasonable regional representation. A sample of approximately one per cent is secured by the railways selecting and photostating waybills bearing serial number "1" and serial numbers ending in "01" and forwarding them to the Board for processing. Bills for international traffic, less-than-carload, company service and switching are excluded from the study.

The published Waybill Analysis consists of six tables comprising; (1) A Summary for Canada by type of rate; (1-A) Traffic originating in the Maritime Region; (1-B) Traffic originating in the Eastern Region; (1-C) Traffic originating in the Western Region; (2) A Summary for Canada by Commodity Groups; and (3) A Commodity Classification by Regions. Under these categories details as to carloads, revenue, weight, ton miles, car miles, average revenue per ton mile and per car mile are provided. The Maritime region consists of the Maritime provinces and that portion of Quebec lying east of Levis and Diamond, Que.; the Eastern region extends westward to Port Arthur and Armstrong; and the Western region includes the balance of Canada, except Yukon.

Tables I, II and III of Appendix "A" may be referred to for representative Waybill Analysis data for the years 1956 to 1962. In terms of both ton miles and revenue the 1962 sample of Class Rates showed a small increase over 1961, but this was more than offset by a decline of two per cent in Commodity Non-Competitive revenue. The result was a decline of 1.6 per cent in so-called "normal" traffic in 1962. Agreed Charge traffic percent of ton miles and of revenue increased over two per cent, continuing the long term increase from 1949 noted in previous Board reports. This type of rate now constitutes 21.6 per cent of freight revenue earned between Canadian stations. Competitive Rates in 1962 earned 25.5 per cent of freight revenue of Canada to Canada traffic. Combined Agreed Charges and Competitive types of rates were 47.1 per cent of the 1962 sample revenue vis-a-vis 44.2 per cent in 1961, an increase of nearly three percentage points.

Table three shows average revenues per ton mile by type of rate for the period 1956-1962. For the years 1961–1962 sharp declines may be noted from the averages of 1959, even in Class Rates, due to fewer carloads at maximum rates. Earnings from Competitive and Agreed Charge Rates per unit declined although the freight hauls were about the same. Because of less statutory rate content, total average revenue per ton mile in 1962 rose to 1.55¢ from 1.51¢ in 1961. An analysis excluding statutory is given in the next paragraph. As in previous years, sample revenues have been adjusted to include reimbursements under the Freight Rates Reduction Act. Payments under Vote 213a 1962, the $50 million subsidy, are not distributable to individual freight rates.

Trend in Average Revenue per Ton Mile, Waybill Analysis

This average is affected by rate levels, type of rate predominant, length of haul, relative quantities of high and low class traffic and sample variations. In the table below, averages are compared by principal commodity groups for the years 1957–1962. Statutory rated traffic has been removed from the comparison.

Commodity Group	1957	1958	1959	1960	1961	1962
	cts.	cts.	cts.	cts.	cts.	cts.
Agricultural products[1]	1.38	1.50	1.93	1.97	1.47	1.69
Animals and products	3.03	3.28	3.66	3.05	3.11	3.11
Mine products	1.34	1.35	1.39	1.36	1.35	1.28
Forest products	1.63	1.62	1.81	1.73	1.69	1.60
Manufactures and miscellaneous	2.77	2.75	3.19	3.10	2.80	2.72
TOTAL[1]	2.09	2.09	2.40	2.32	2.13	2.12

Effective dates of general freight rate increases:
Jan. 1, 1957, final 11% in lieu of 7%.
Dec. 1, 1958, 17%.
[1]Statutory grain rates excluded.

General freight rate levels were constant from January 1, 1957 to December 1, 1958. On the latter date a general increase of 17 per cent became effective. While there was some variation by commodity group, indicated total averages during 1957 and 1958 were the same, 2.09¢. In 1959, reflecting the 17 per cent increase, group averages rose irregularly, and the total of 2.40¢ represented a 15 per cent increase over 1957–58 level. During 1960 there was a fall-back and further sharp declines in revenue per unit took place during 1961 and 1962 resulting in an average of 2.12¢ for 1962, which was only 1.4 per cent over the 1957–58 level.

A waybill analysis for 1963 is in the process of preparation with publication expected by September, 1964.

Freight Rates Reduction Act, and Related Later Legislation

The Freight Rates Reduction Act was not extended beyond April 30, 1962. Details of administration of the Act and total payments under its title are given at page 16 of the Board's Annual Report for 1962. Although the Act was not extended, Railway Companies voluntarily maintained the reduced rates during 1962-1963 pending legislation to authorize reimbursement. For this purpose payments up to $16,000,000 were authorized under Governor General's Warrants 1963–361 and 396 (March 4 and 9, 1963) to cover the period May 1, 1962 to March 31, 1963. Total claims recommended for payment under these Warrants were as follows:

Canadian National Railways	9,014,564.38
Canadian Pacific Railway Company	6,305,029.07
Other Companies	542,916.42
Total	$15,862,509.87

Operation of the subsidy was continued during 1963 under Vote No. 213a, Supplementary Estimates (A), 1963–64.

Vote No. 213a, $50 Million, Supplementary Estimates (A), 1962-63

The administration of the $50 Million Subsidies during 1961 and 1962 was outlined in Board's reports for those years. Final payment for 1962, of one-twelfth of $50,000,000, was authorized by Order-in-Council P.C. 1963–361,

dated March 4, 1963. Board's Order No. 110640 provided details of final allocation of the subsidy. Final payments in respect of 1962 were made in April, 1963, making the 1962 totals:

Canadian National Railways	$29,033,436
Canadian Pacific Railway Company	19,355,624
Other Companies	1,610,940
Total	$50,000,000

Vote No. 213a, Supplementary Estimates (A), 1963-64

Under this vote Parliament authorized $20,000,000 for the period April 1, 1963 to March 31, 1964 to provide for a continuation of the Freight Rates Reduction Act type of subsidy; and authorized payments to the companies concerned for the calendar year 1963 of a further $50,000,000 for the maintenance of the rates of freight traffic at the reduced level. By Appropriation Acts Numbers 1, 2, 3, 4 and 5, 1963, Parliament authorized expenditures under the vote, and the method and times of disbursement were set out by the Board in Orders No. 111402, No. 111866, No. 112392, No. 112801 and No. 112974.

An amount of $2,000,000 which had been authorized under Governor General's Warrants 1963–546 and 574 (April 1 and 11, 1963) for continuation of the Freight Rates Reduction Act type of subsidy, was expressly included in the allocation of $20,000,000, 1963–64. Total claims recommended for payment under Supplementary Estimates 1963–64 are inclusive of those made under the Special Warrants mentioned and for six completed months have been as follows:

Claims for the period April 1, 1963 to September 30, 1963

Canadian National Railways	$4,928,974.08
Canadian Pacific Railway Company	3,600,192.03
Other Companies	388,566.70
Total	$8,917,732.81

Final distribution of payments under the $50 million subsidy will not be made until 1963 experience under the Freight Rates Reduction Act type of subsidy is known. Interim distributions were made in June, August, October and December of 1963 and January, 1964, totalling as follows:

Canadian National Railways	$28,465,000
Canadian Pacific Railway Company	18,925,000
Other Companies	1,507,800
Total	$48,897,800

Uniform Accounting

In the course of the year 1962, Board's Examiners reviewed the accounting records of the Canadian National Railways in the Regional Offices located at Montreal, Toronto, Winnipeg and Edmonton; and associated Area Offices in Quebec, Belleville, London, Calgary and Vancouver. Accounting records for Telecommunications at Toronto and for rolling stock maintenance at Point St. Charles Shops were also checked.

Examinations of accounting records of the Canadian Pacific Railway were conducted at Regional Offices located at Montreal, Toronto, Winnipeg and Vancouver; at District Offices of Telecommunications and at Angus Shops.

Records relating to revenues, expenses and capital appropriation were examined at Company Head Offices in Montreal.

Annual Reports and schedules of depreciation rates, received from railways under jurisdiction of the Board, were reviewed by the accounting staff.

Test checks of the accounting records of The Bell Telephone Company of Canada, the British Columbia Telephone Company and The Bonaventure and Gaspe Telephone Co. Ltd., were made at the respective offices situated in Montreal and Toronto, Vancouver and Rimouski.

Operating Results—Companies Under Jurisdiction of the Board

Operating results since 1956 are shown in Tables IV to VIII in Appendix "A". Annual Reports for 1963 have not yet been filed; but for railway and telephone companies, which report monthly, a cumulation of ten months' data of 1963 has been compared with ten months of 1962.

(a) Railway Companies

Class I—Railways—Combined rail operations for the Canadian National and Canadian Pacific Railways are shown in Table IV, Appendix "A". Operating rail revenues and expenses during 1962 increased 0.6 per cent over those for 1961. Revenues do not include approximately $5 million Freight Rates Reduction Act reimbursement not paid to the Canadian Pacific until 1963. Revenue freight ton miles increased by less than one per cent while revenue passenger miles improved 3.2 per cent over 1961. At the end of 1962 Class I operating income, after taxes, was $34.9 million compared to $35.3 million at the close of 1961.

The first ten months of 1963 Class I Railways operating rail revenues show an increase of $22 million over 1962 (2.4 per cent). The ten months' revenue figures are incomplete due to varying dates of subsidy adjustments. Rail expenses of Class I Railways increased by 0.3 per cent. Due chiefly to increased grain traffic, the revenue freight ton miles for ten months of 1963 increased ten per cent over those for 1962. Operating income, after taxes, for ten months of 1963. increased nearly $20 million over the corresponding period of 1962 (as restated). Revenue passenger miles during ten months of 1963 indicated a slight increase over 1962 traffic.

Class II—Railways—Operating results for sixteen railways under the Board's jurisdiction are reported in Table V, Appendix "A". For the year 1962, as compared to 1961, rail revenues increased 8.2 per cent while expenses increased by only 4.4 per cent. This had the result of raising net rail operating income after taxes from $8 million to $12.6 million. Revenue ton miles increased 12.7 per cent in 1962 over 1961.

As in previous years, payments under the "$50 million" subsidy and the Freight Rates Reduction Act affected the revenues of certain of the smaller railways. The trend for 1963 based on ten months, 1963, compared with ten months, 1962, shows revenues down two per cent, and a decline in expenses of 2.6 per cent. Chiefly because of a lessened scale of operations on the Quebec North Shore and Labrador Railway during 1963, revenue ton miles were down 8.7 per cent in total, as compared to 1962.

(b) Telephone Companies

For the year 1962, operating revenues of the three telephone companies included in this report increased 8.6 per cent over 1961, while expenses increased by 8 per cent. There was a five per cent increase in telephones operated at the end of 1962 year over 1961.

Based on ten months' reports, the trend in 1963 shows increased revenues of 6.8 per cent, and expenses up 7.2 per cent over ten months, 1962. Retained earnings, which stood at $12 million at the end of October, 1962, were down to $9.4 million as of October 31, 1963. Telephones in service increased 7.2 per cent. Combined equity and debt capital for the three telephone companies totalled

$1,984.1 million at the end of October, 1963, an increase of $117.5 million over October, 1962. Return on invested capital dropped slightly from 4.99 per cent at October 31, 1962 to 4.95 per cent October 31, 1963.

(c) Mackenzie Waterways Companies

Table VII, operations for 1962, includes data for the two large carriers and two small companies remaining in business. Operating revenues during 1962 navigation season declined $220,000 from those earned in 1961, reflecting a drop of 11,500 tons of traffic carried.

(d) International Bridge and Tunnel Companies

During 1962, two new International Bridges commenced operations, the new Lewiston-Queenston Bridge, which replaced an older structure, and the Sault Ste. Marie International Bridge, which replaced a ferry service. The Blue Water Bridge (State Bridge Commission of Michigan) became toll free on June 1, 1962. Revenues, expenses and traffic data for reporting companies are included in Table VIII. Operating revenues and expenses for 1962 were practically unchanged from 1961. Vehicles crossing the border declined seven per cent and passengers in the vehicles declined by 8.7 per cent. Reports for 1963 have not been filed at the time of writing.

ENGINEERING

The Engineering Branch is concerned with those sections of the Railway Act and Board's regulations pertaining to the construction and maintenance of railways, including track, buildings, bridges, signals, sidings, junctions, fencing, drainage, and crossings, and the safety and convenience of the public at highway-railway crossings.

During the past year, the Board's Engineers travelled in excess of 310,000 miles and made 2,530 inspections and examinations.

The Railway Grade Crossing Fund

The Railway Grade Crossing Fund was established in 1909, and funds have been made available since that time for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways within the terms and conditions provided in the Railway Act.

RAILWAY GRADE CROSSING FUND

Amount credited to the Railway Grade Crossing Fund by Statutory and other votes from 1909 to December 31st, 1963		$122,991,252.42
Amount paid	$75,891,138.41	
Outstanding Commitments	37,341,496.07	113,232,634.48
Balance Available		$ 9,758,617.94

Of the total commitments of $113,232,634.48 from 1909 to December 31st, 1963, approximately 80 percent of this was committed in the last six years, as follows:

Committed in 1958	$ 11,231,310.72
Committed in 1959	17,395,617.55
Committed in 1960	16,834,683.96
Committed in 1961	17,262,222.16
Committed in 1962	16,581,766.34
Committed in 1963	10,877,887.72
Total	$ 90,182,478.45

At present Parliament, through the Railway Act, provides annually a sum of $5,000,000 to the Railway Grade Crossing Fund to aid actual construction work for the protection, safety and convenience of the public in respect of crossings. In the fiscal years 1958–59, 1959–60, and 1960–61, an additional $10,000,000 was voted to the Fund each year. In 1961-62, $5,000,000 cash credit and $5,000,000 commitment credit was made available; in 1962–63, $833,000.00 was credited to the Fund and the commitment authority was increased to $14,167,000.00 in addition to the statutory $5,000,000. The commitment authority was further increased to $24,067,000 for the 1963-64 fiscal year.

Section 265 of the Railway Act was amended on September 6th, 1958, and provided, for a period of three years from January 31st, 1958, that 80 percent of the cost of construction of protective works at a crossing may be paid from the Railway Grade Crossing Fund, not exceeding the sum of $500,000 for any one project and provided that 50 percent of the cost of reconstruction and improvement of an existing grade separation may be paid, not exceeding the sum of $250,000 for any one project. No grant may be made from the Railway Grade Crossing Fund for work done at a crossing, unless the crossing has been in existence for at least three years.

This amendment to the Railway Act also provided that payment may be made towards the cost of relocating the plants of Public Utilities to permit construction or reconstruction of grade separation, and also provided that payment be made towards the cost of placing reflectorized material on railway crossing signs and placing reflective markings on the sides of railway cars.

Further amendments to the Railway Act, on July 7th, 1960, and on December 12th, 1963, extended the period of time mentioned above to six years from January 31st, 1958, and nine years respectively.

The Board may authorize a contribution from the Railway Grade Crossing Fund of 80 percent of the cost of installing automatic protection or improving conditions at a crossing, such as improvement of vision and grade. Generally, the Railway company is assesed $7\frac{1}{2}$ percent of the cost of such works and the highway authority $12\frac{1}{2}$ percent. No contribution may be made from the Railway Grade Crossing Fund towards the cost of operation and maintenance of automatic protection; these costs of operation and maintenance are generally shared equally between the Railway Company and the highway authority.

The Board may authorize a contribution from the Railway Grade Crossing Fund of 80 percent of the cost of construction of a highway diversion or of a new grade separation which will eliminate a level crossing, not to exceed a maximum of $500,000. In accordance with the Board's General Order No. 848, if the total cost of the project does not exceed $625,000, the Railway Company generally pays 5 percent of the cost of the project and the highway authority pays 15 percent. The Board may also authorize a contribution from the Fund of 80 percent of the cost of removal or relocation of the plant of a Public Utility which the Board may consider necessary to permit the construction of the grade separation or highway diversion.

The Board may authorize a contribution from the Railway Grade Crossing Fund of 50 percent of the cost of reconstruction and improvement of an existing grade separation, not to exceed a maximum of $250,000; the balance of the cost of such reconstruction and improvement is borne by the Railway Company and the highway authority. The Board may also authorize a contribution from the Fund to the extent of 50 percent of the cost of removal or relocation of the plant of the Public Utilities which the Board may consider necessary to permit the reconstruction and improvement of an existing grade separation.

During the past number of years, motor vehicle registrations have increased at the rate of 250,000 new registrations annually. The following table illustrates,

during the same period, accidents which resulted in death or injury at highway-railway crossings in Canada, as compared with the total number of accidents which resulted in death or injury on highways in Canada, a steady decline from 1.10% in 1953 to .53% in 1963 has occurred, and during the past six years, the actual number of accidents at crossings has decreased almost steadily from 516 in 1958 to 476 in 1963.

Year	No. of Accidents Which Resulted in Death or Injury at Highway–Railway Crossings in Canada	Percentage to Total Accidents	Total No. of Accidents Resulting in Death or Injury on Highways in Canada
1953	487	1.10	44,175
1958	516	0.90	57,249
1959	546	0.91	59,965
1960	473	0.74	63,798
1961	444	.63	70,543
1962	428	.55	78,275
1963	476	.53	87,485 approx.

Coincidental with the continual yearly decrease in rate and number of accidents at crossings, the number of works of improvement of safety and protection at crossings has been increased with the aid of the additional financial assistance from the Railway Grade Crossing Fund.

Grade Separations, Protections and Other Works at Highway Crossings

Statement No. 10 of Appendix "B" shows that the Board approved the construction of 56 new grade separations for the year and contributions from the Fund were authorized for the construction of 23 due to the elimination of existing level crossings.

Authorization was given for the reconstruction and improvement of 13 inadequate grade separations and contributions were made from the Fund towards 10. A contribution from the Fund was reserved for one grade separation.

It was necessary to relocate 43 public utilities' facilities at various locations in order to construct grade separations. The Board made contributions to all. The Board also authorized four railway-highway diversions which eliminated a grade crossing and were, therefore, eligible for contribution from the Fund; three diversions with grant and one with cost reserved.

Statement No. 11 of Appendix "B" shows that 285 new installations of automatic protection at highway crossings were authorized this year. Contributions were made from the Fund to 190 of these installations. The Board also authorized the improvement of 100 existing automatic protections, 16 of which were improved by the addition of short arm gates. Contributions were made to 89 improvements. At 20 crossings the Board authorized the use of flagmen as a means of protection.

Contributions were also authorized from the Fund for the installation of reflectorized crossing signs at 2,425 crossings and at a further 171 crossings the Board contributed to the cost of relocating reflectorized signs where automatic protections were installed to give a more positive protection.

Improvements to the vision and approaches at 63 crossings were authorized and contributions were made from the Fund.

In keeping with the improved standards of highways, the Board issued Orders authorizing the improvement and widening of 215 existing highway-railway crossings.

Statement No. 12 of Appendix "B" shows the Board's approval to close 197 highway crossings this year as compared with the approval to open 209 new crossings.

During the past number of years the Engineering Branch has been compiling a record of the physical characteristics existing at all crossings in Canada under the Board's jurisdiction. This information was completed in 1963 and placed on I.B.M. cards to facilitate the Branch in continuing the programme of providing automatic protection at all Provincial highway-railway crossings and to improve, where necessary, the vision and approach grades at crossings.

Statement No. 13 of Appendix "B" shows the number of crossings and type of protection by Province.

Construction and Operation of New Railway Lines and New Terminal Facilities

The Canadian National Railways have completed construction and opened for the carriage of traffic, a line of railway 61.3 miles in length, commencing at Mile 72.6 of the Kiask Subdivision. This line of railway serves the Mattagami Lake Mining Area of Northwestern Quebec.

The Canadian National Railways have continued the construction of the Great Slave Lake Railway 377 miles in length, commencing at Mile 60.2 Peace River Subdivision of the Northern Alberta Railways, in the Province of Alberta, and extending northward to Hay River on the Great Slave Lake in the Northwest Territories. A branch line of the railway will also be constructed approximately 53 miles in length, extending easterly from the junction near Hay River to Pine Point Mine.

The programme of the Canadian National Railways and the Canadian Pacific Railway Company to enlarge their present yard facilities and to construct new yard facilities at their more important terminals to facilitate more efficient operation of these terminals has been continued during the past year. This programme includes the continuation of construction of the new Toronto Terminals Project of the Canadian National Railways north of Toronto which the Railway expects to complete in 1964 and the new hump yard of the Canadian Pacific Railway Company in the vicinity of Agincourt. The Symington Hump Yard of the Canadian National Railways south of Winnipeg was completed this year.

The Canadian National Railways have been authorized to relocate the Asquith and Rosetown Subdivisions in the vicinity of Saskatoon in preparation for construction of new terminal facilities. The relocation of the Rosetown Subdivision has been completed.

The Canadian Pacific Railway Company has constructed a track 5.4 miles in length commencing at Mile 25.95 Burstall Subdivision in South Western Saskatchewan to serve the Pacific Petroleum Ltd. and a track 3.81 miles in length commencing at Mile 118.0 Indian Head Subdivision in Southern Saskatchewan to serve the Kalium Chemicals Ltd.

The Canadian National Railways have completed the construction of an extension of the Chisel Lake Branch 7.80 miles in length which serves the mining development at Stall Lake in Northern Manitoba. The Canadian National Railways are constructing a branch line 14.7 miles in length to serve the Brunswick Mines near Nipisiguit, New Brunswick commencing at Mile 40.0 Bathurst Subdivision.

During the year 1963, the Board approved the construction of 39 sidings or spur tracks to serve industries and authorized the various railways to operate on 27 sidings or spur tracks to serve industries.

Installation and Changes to Interlocking Plants and Signals

The Board approved the installation and changes to installations of 14 block signals and interlocking plants on various railways in Canada. Approval was also granted to operate through 11 interlocking plants completed during the year.

The Canadian National Railways and the Canadian Pacific Railway Company are proceeding with the modernization of their signal systems by the installation of Centralized Traffic Control Signalling. The Board issued 39 Orders approving installations of C.T.C. signals on the Asquith, Camrose, Edmonton Terminals, Gladstone, Sussex, Vegreville and Viking Subdivisions of the Canadian National Railways and on the Adirondack, Brandon, Broadview, La Riviere, MacTier and Quebec Subdivisions of the Canadian Pacific Railway Company, for a total of 212 miles.

Statistical information with respect to the various engineering projects approved by the Board during the year 1963 appears in Appendix "B".

OPERATING

The following is a report of each of the four sections of the Operating Branch:

Part I—Operating Section

Accident Investigations

A total of 3,126 accidents were investigated during the year 1963, including 476 accidents occurring at highway crossings. Following inspection of these crossings additional protection, improvements in sight lines and additional warning signs were recommended in many instances where, in the interest of safety, conditions so warranted.

The number of casualty accidents occurring at highway crossings showed an increase of 48 during the past year. It is significant to note in this connection that Motor Vehicle registrations for the year 1962 numbered 5,774,810, reflecting an increase of 257,787 over the year 1961.

For detailed statistical data relating to accidents please see Appendix "C", Statements 1–8 inclusive.

Conferences

Meetings were held during the year in connection with operating matters arising from investigations conducted by the Branch.

These meetings were attended by representatives of the various railways subject to the Board's jurisdiction and representatives of the Legislative Committee of the Railway Transportation Brotherhoods. In this manner problems which required some consideration, particularly those relating to safety of operation, were resolved without formal direction by the Board.

Operating Rules

A Code of Operating Rules submitted by the British Columbia Hydro and Power Authority (Railway Division) to the Board for approval in 1962 was thoroughly reviewed and tentative approval given for publication in 1964.

Station Services

During the year there were 233 applications filed by the railways for removal of agents, replacements of agents with caretakers and removal of caretakers.

Where opposition to these applications developed, as invariably it did, opportunity was afforded interested parties to present their views. For this purpose such applications were reviewed by an officer of the Board with local municipal officers and other interested parties.

Authority was granted for the removal of or replacement of station buildings at points where conditions justified a change in the type of station facility provided.

Part 2—Mechanical Section

In carrying out the work of the Mechanical Section during 1963, the Board's Locomotive Inspectors inspected 8,764 locomotive units, which includes 482 en route inspections; the Inspectors made en route inspections of units for some 36,227 miles, and reported on 3,120 heating and power boilers used in train heating, stationary and work equipment service.

The Car Equipment Inspectors reported on 5,935 units of passenger equipment and 84,839 freight cars; also, 1,360 passenger cars and 33,374 freight cars were inspected for improper piston travel, and 17,003 freight cars were inspected for tare weight.

Details of the District Inspectors' findings are included in Appendix "C", Statements 9 to 12 inclusive.

Frequent observations were made of train air brake testing procedures in effect at the larger terminals and yards throughout Canada.

Investigations of accidents and inspections brought about corrections to hazardous conditions on railway equipment. Board's Mechanical Officers were also requested to make numerous inspections of new equipment prior to being introduced in railway service.

In compliance with the requirements of General Order 851—"Regulations for Inspection and Maintenance of Motive Power other than Steam", and General Order 862—"Rules and Instructions for Inspecting, Testing and Maintenance of Heating and Power Boilers", the railways submitted 302 specifications, 316 alteration reports and 33,941 test forms for locomotive units; 38 specifications, 42 alteration reports and 6,874 test forms for heating and power boilers. In compliance with General Order 576—"Regulations for the Inspection and Testing of Air Reservoirs other than on Locomotives", the railways submitted 1,000 specification reports and 4,118 test forms.

These reports were analysed and corrective measures taken when discrepancies or non-compliance with the Board's requirements were found.

Part 3—Dangerous Commodities Section

Regulations for the Transportation of Dangerous Commodities by Rail

The Board's Regulations for the Transportation of Dangerous Commodities by Rail, which were approved by General Order No. 893 on November 2, 1962, were amended on June 10, 1963 by General Order No. 898. Most of the amendments approved by this Order were the result of technological changes in the chemical and packaging fields.

No deaths, serious injuries or major property losses directly attributable to the rail transportation of dangerous commodities were reported in Canada in 1963. However, there were a number of incidents involving dangerous commodities of which three are described below:

1. A tank truck containing propane gas was struck by a train at a railway crossing near North Bay, Ontario, but due to fortunate chance circumstances, the propane was not ignited.

2. Improper crimping of the closure on the inner containers of a package approved for Hydrogen Peroxide service was the cause of some of the packages developing leaks during transportation. The leaking Hydrogen Peroxide started two fires which by good fortune were discovered and extinguished before appreciable damage was done.

3. Several reports concerning defective tank cars were received during 1963. Property losses in every case were confined to a portion of the tank car contents. An appreciable number of the defects involved inadequate maintenance of the bottom outlet.

Several meetings of a Federal-Provincial Committee, which was formed in February 1962 for the purpose of making recommendations with respect to uniform regulations for the transportation of radioactive materials, were held during the year. These meetings were concluded in November with the issue of a report to the Minister of Transport. Copies of the report have been sent to the various regulatory authorities concerned for their comments.

The Technical Committee on Dangerous Goods, a permanent Committee which meets periodically to consider current problems of interest to the various Federal transportation authorities, held a number of meetings during 1963.

A meeting of the Canadian Nuclear Association was held in Montreal in May. A representative of the Dangerous Commodities Section served as a member of a Panel which discussed the transportation of radioactive materials.

Board Circular No. 285, dated June 21, 1960 pertaining to Board approval of the design of B.T.C. specification cylinders, was replaced by a revised Circular dated September 18, 1963.

A revision of Board Circular No. 286 concerning Board approval of the design of large source, radioactive materials containers was issued on August 2, 1963. The revised circular replaces the original circular dated July 25, 1960.

Special Permits

During 1963, thirty-three Special Permits were issued to approve the trial use of experimental containers and to authorize certain deviations from the prescribed requirements of the Board's "Regulations for the Transportation of Dangerous Commodities by Rail".

Bulk Storage Facilities

The table shown below contains information relative to the number of Flammable Liquid, Liquefied Petroleum Gas, Anhydrous Ammonia and Chlorine stationary storage and transfer facilities approved and inspected by the Board over the past five years. Temporary facilities approved in accordance with the provisions of Board Circular No. 280 are not included in the table:

STATIONARY BULK STORAGE AND TRANSFER FACILITIES FOR FLAMMABLE LIQUIDS, LIQUEFIED PETROLEUM GASES, ANHYDROUS AMMONIA AND CHLORINE

Year	*Type of Installation	**New Installations	Additional Facilities	Total Applications	Imperial Gallons	Installations Inspected
1963	F.L.	36	144	180	18,829,499	207
	L.P.G.	2	.....	2	25,000	10
	NH_3	.....	.....	.....	.....	.....
	Cl_2	1	.....	1	.....	1
1962	F.L.	41	151	192	23,472,458	580
	L.P.G.	6	.....	6	102,070	13
	NH_3	.....	.....	.....	.....	.....
	Cl_2	1	.....	1	.....	1
1961	F.L.	110	199	309	14,975,924	522
	L.P.G.	12	3	15	117,264	12
	NH_3	1	.....	1	9,960	.....
1960	F.L.	115	243	358	24,618,752	411
	L.P.G.	13	3	16	47,440	9
	NH_3	.....	1	1	8,800	1
1959	F.L.	171	251	422	36,400,815	501
	L.P.G.	20	13	33	303,600	5
	NH_3	.....	.....	.....	.....	1

NOTES: *F.L.—Flammable Liquid.
L.P.G.—Liquefied Petroleum Gas.
NH_3—Anhydrous Ammonia.
Cl_2—Chlorine.

**Permanent Installations only.

Representatives of the Dangerous Commodities Section visited the Board's District Offices in Moncton, Montreal, Toronto, Winnipeg, Saskatoon, Calgary and Vancouver in 1963 for the purpose of instructing the Operating Department's Inspectors concerning the inspection of flammable liquid facilities which are subject to the requirements of General Order No. 896. This Order, which became effective June 3, 1963, replaced General Order No. 823, dated June 15, 1956.

Part 4—Fire Prevention Section

During the past year, a complete revision was made of the Board's Regulations for the prevention and control of fires by or on railways subject to its jurisdiction, which culminated in the issue of General Order No. 903 on January 6th, 1964.

Detailed statistics covering fire incidence during the 1963 fire season, indicating the presumed cause, acreage burned and estimated damage, are shown in Statement No. 13.

It will be noted that during the 1963 fire season within the 15,601 miles classified as forested lands, there were 205 fires charged to railway operation, 39 fires from other known causes, and 21 fires of unknown origin.

Railway caused fires burned over approximately 2,695 acres with damage estimated at $27,849.00.

Railway Fire Patrols

Fire patrol requirements under the terms of paragraph 29 of General Order No. 548 were forwarded to all railways concerned.

Statistics showing forested mileage along the railways upon which protection is prescribed are as follows:

	Mileage
Special Power Speeder Patrols	2,228.7
Special Section Patrols or mileage on which these may be requested	5,266.4
Mileage in forested territory on which no special patrol required—detection, reporting and extinguishing of fires being part of the regular duties of section forces and other employees	8,106.8
Total	15,601.9

FIREGUARDS

Railway	Mileage both sides of Track to be accounted for exclusive of approved exemptions	Fireguard mileage constructed or maintained during year	Approximage Percentage Completed
Northern Alberta	21.7	19.8	91%
Canadian Pacific	2,519.95	534.8	21%
Canadian National	2,400.4	552.8	23%
Totals	4,942.05	1,107.4	22.4%

TRAFFIC

The Traffic Branch administers the Board's regulations, deals with and advises the Board on all matters concerning traffic, tolls and tariffs in respect of:

Freight (rail and water)
Passenger (rail and water)
Express
Agreed Charges
International Bridges and Tunnels
Radio Messages (radio regulations)
Telegraph
Telephone
Maritime Freight Rates Act
Freight Rates Reduction Act
Trackage Maintenance Subsidy
Licensing of ships
Free and reduced rate transportation

Tariffs of Tolls

The various statutes administered by the Board require that tariffs of tolls be filed with the Board. These publications, ranging in size from a single sheet to a large book, contain the rates, fares, charges and regulations for the services offered by the transportation, communication and bridge companies under the Board's jurisdiction. For this purpose, regulations governing the construction, filing and posting of these various tariffs have been formulated by the Traffic Branch. The Traffic Branch is the custodian for the Board of the only complete tariff record in Canada.

During the year, the following tariffs containing many thousands of rates, fares, charges and regulations of transportation, communication and bridge companies were filed with the Branch:

RAILWAYS			
Freight			
Local	3,431		
Joint	11,744		
International	17,964		
Agreed Charges	1,265		
Total		34,404	
Passenger			
Local	315		
Joint	486		
International	749		
Total		1,550	
Total Railways			35,954
EXPRESS COMPANIES			
Local	240		
Joint	1,040		
International	329		
Total Express Companies			1,609
WATER CARRIERS			
Freight	395		
Passenger	4		
Total Water Carriers			399
COMMUNICATIONS COMPANIES			
Telephone	1,633		
Telegraph	222		
Total Communications Companies			1,855
INTERNATIONAL BRIDGES			4
Total all companies			39,821

Of these tariffs, 187 were rejected by the Branch for failure to conform with tariff regulations. Ancillary tariff documents totalling 208 were also filed, viz., 7 powers of attorney, 4 tariff by-laws and 197 concurrences and revocations. Applications for authority to depart from the provisions of the tariff regulations totalled 144, of which 13 were denied. Exemptions from the assessment of demurrage charges on private tank cars containing liquid chlorine, while standing on the private sidings of consignees, were also authorized.

A new Canadian Freight Classification No. 21 was submitted and approved.

Two supplements to the Express Classification were submitted and reviewed, —one was approved and one, containing increased charges for collecting and remitting C.O.D. charges, was not approved.

The Canadian National Railways extended its Maritime "red, white and blue fares" to include the Province of Newfoundland; and also introduced these fares between stations Toronto to North Bay and stations on the Ontario-Northland Railway to and including Cochrane-Hearst-Moosonee. This same fare structure was also extended to the Canadian National transcontinental service between Montreal-Toronto and Vancouver, including all branch lines Capreol-Cochrane and west. The Canadian National Railways also introduced a new tariff covering its "Car-Go-Rail Plan" providing for package prices (passenger fare and charges plus charge for the automobile) between certain principal Canadian cities. The Board approved a limitation of liability concerning the carriage of automobiles under this plan.

To meet the Canadian National Railways' "red, white and blue fares" the Canadian Pacific Railway introduced their "Faresaver Plan" reflecting a two-fare basis with the higher fares applying on journeys commencing Fridays and Sundays for distance not exceeding 520 miles, and the lower fares commencing on any other day of the week. For distances exceeding 520 miles the low fares apply every day of the week.

The Canadian Pacific Railway adopted centralized passenger tariff publication and all its passenger tariffs are now issued from Montreal.

Agreed Charges

Agreed charge agreements may be termed broadly as competitive rates with a guarantee of a fixed percentage of the shipper's traffic. The shipper agrees to forward a guaranteed percentage of traffic via the railway in exchange for a satisfactory rate. These agreements are contracts between the shipper and the railway. There were in effect at the end of the year 1,447 separate agreed charge agreements involving some 2,145 different shippers.

The following shows the number of new agreed charge agreements, and amendments to agreements filed during the past 5 years:

	1959	1960	1961	1962	1963
New Agreements	320	248	254	210	210
Amendments to agreements	684	779	1,010	1,038	1,055
Total	1,004	1,027	1,264	1,248	1,265

Communications Companies

Under the provisions of Section 380 of the Railway Act, telegraph and telephone tolls, and traffic agreements covering the regulation and interchange of telephone or telegraph message traffic or service, are subject to the approval of the Board. A total of 1,855 telegraph and telephone tariff amendments were reviewed during 1963, compared with 1,524 during 1962. During 1963, 189 Orders of the Board were issued approving traffic agreements and amendments thereto, compared with 202 such orders issued during 1962.

Semi-annual reports are required to be submitted to the Board by telephone companies, in accordance with the provisions of its Circulars Nos. 267 and 284. Such reports are in respect of each exchange in which the total telephone count for rategrouping purposes has increased or decreased by more than 5% above or below the limits of its currently assigned rate group during the six-month period covered by the reports. Forty-five exchanges were reported during 1963, of which 12 were regrouped by Board Order, and 25 are still under review; this compares with 48 exchanges reported during 1962, of which 34 were regrouped by Board Order.

Canadian Pacific and Canadian National Railways were authorized to increase telegraph rates by approximately 10% between Canada and the United States. The Bell Telephone Company of Canada filed new rates for teletypewriter exchange service (TWX) between points in Canada and points in the United States.

Maritime Freight Rates Act

Under this Act the Canadian National Railways, for its lines situated within the four Maritime Provinces and in the Province of Quebec (Levis, Diamond, and east thereof), is required to institute and maintain reduced freight rates applying within that territory and also from such territory to points in Canada west thereof. The Board is required to approve such reduced rates.

Other railways within the same territory, are permitted to meet these statutory rates and receive payment for the difference between such reduced rates and the normal tolls which would otherwise apply, upon certification of this Board to the Minister of Transport.

Freight traffic moving locally between points within the territory is accorded a reduction of 20%, and freight traffic moving from such territory to other destinations in Canada is accorded a reduction of 30% for that portion of the haul within the said territory.

Agreed Charges applicable within and from the said territory are accorded the same treatment as freight rates generally. Freight rates frequently change and where general freight rate adjustments occur, such as general increases or reductions under other subsidy acts, such changes involve many thousands of calculations.

For the twelve months ending June 30, 1963 the Branch authorized reimbursement to the railways of $2,216,820.43. This necessitated the issuance of 198 Board's Orders containing over 91,000 normal freight rates calculated for reimbursement purposes.

The revision of certain freight rates on coal on the Cumberland Railway was the subject of a hearing before the Board and judgment in the matter is now pending.

The triennial report in respect to the Maritime Freight Rates Act was submitted to the Minister of Transport on June 11, 1963.

Trackage Maintenance Subsidy (Bridge Subsidy)

Section 468 of the Railway Act authorizes payments annually to the Canadian Pacific and Canadian National Railways to the cost of maintaining a certain trackage in the Lake Superior District, such payments being subject to a maximum amount of $7,000,000. The Act requires that the amount of the subsidy paid be applied to a reduction in the normal domestic freight rates applying on traffic across the "bridge" as may be directed by the Board. The formula devised for the reduction of these freight rates was that part of the reduction be a percentage of the rate and part be a fixed sum per hundredweight. As a

result of changes in the volume and composition of traffic passing over the subsidized trackage, and changes in the length of haul, adjustments are made in the formula from time to time. The following shows the formula applied since the inception of this "bridge" subsidy:

Effective date	Percent of reduction in basic rate	Reduction in cents per 100 lbs.
May 1, 1952	2.53	5.8
May 1, 1953	3.50	9.5
Nov. 1, 1955	3.50	16.5
Mar. 1, 1956	3.50	9.5
Mar. 1, 1957	3.50	7.5
Mar. 1, 1959	3.50	10.5
Dec. 1, 1959	4.72	15.0

Claims from the Canadian Pacific Railway and Canadian National Railways during the year showed a continuing substantial increase in the volume of subsidy traffic and it was considered that a change in the rate factors would be warranted for the subsidy year commencing March 1, 1964.

Freight Rates Reduction Act

The Board by its Order 96300 dated November 17, 1958 authorized a seventeen per cent general freight rate increase which the railways put into effect on December 1, 1958. The Freight Rates Reduction Act came into force on July 8, 1959 providing for a freight rate subsidy of twenty million dollars and required the Board to order a general freight rates reduction.

The Board accordingly ordered a reduction in the 17% general freight rate increase to a level of 10% and later to a level of 8%. Amendments to the Freight Rates Reduction Act continued the subsidy up to April 30, 1962, and the Board concurrently maintained the general freight rate increase at the 8% level. Since April 30, 1962, the railways have voluntarily maintained the 8% level and appropriate authorities were granted by the Board enabling them to do so.

Waybill Analysis

The Board's Waybill Analysis is designed to indicate in a general way the pattern of railway freight movements and the changing trends of traffic under the different categories of freight rates. For this purpose, the Board requires the railways of Canada to submit a one percent sampling of waybills covering their annual traffic movements. During the year, approximately 17,800 waybills were reviewed by the Branch. The Branch calculated the mileage for each waybill, verified the rate, the category of the rate and the kind of commodity. Due to changes affecting certain categories of rates, occasioned by the application of the Freight Rates Reduction Act and the so-called "Bridge Subsidy", charges were adjusted on such traffic to reflect the actual revenues received by the railways.

With the view of maintaining and improving the accuracy of these Analyses, a meeting requested by the Railway Association of Canada was attended by officers of the Board and a special committee composed of representatives of the Canadian Pacific and Canadian National Railways. The meeting reviewed the methods of furnishing waybills and the form of publication of the statistical data. The railway representatives have recognized the necessity of a continuing

review of methods and procedure in maintaining these Analyses as important documents of reference and have created a permanent subcommittee called the "Waybill Analysis Sub-Committee" for this purpose. Liaison is being maintained between officers of the Branch and appropriate officers of the Traffic Departments of the two major railways.

Water Carrier Licensing

The Board is required under the Transport Act to licence ships operating in the Great Lakes area, Mackenzie River area and the Yukon Territory. The Transport Act requires that the Board be satisfied that public convenience and necessity requires the operation of the ships in the transport of passengers and goods in the areas mentioned.

The following tables summarize details of licenses issued for the years 1959 to 1963 inclusive:

1. Great Lakes and St. Lawrence River Area:

Year	Numbers of		Total Licensed Gross Tonnage
	Carriers	Vessels	
1959	5	76	257,183
1960	6	65	241,846
1961	6	59	230,990
1962	6	45	218,109
1963	5	40	197,073

2. Mackenzie River System:

Year	Numbers of			Total Licensed Gross Tonnage	
	Carriers	Tugs	Barges	Tugs	Barges
1959	5	39	133	4,833	32,867
1960	6	35	130	3,930	33,034
1961	5	31	122	3,399	30,891
1962	5	32	115	3,789	30,541
1963	6	34	118	3,693	30,762

International Bridges

The Seaway International Bridge Corporation Limited, Cornwall, Ontario, by its Adoption Notice No. 1 issued July 24, 1963, adopted the tariff of tolls of the Cornwall International Bridge Corporation, Ltd., applying between Cornwall, Ontario, and Massena, New York. The Burrard Inlet Tunnel & Bridge Company (owned and operated by the British Columbia Provincial Government) cancelled its tariff of tolls over Burrard Inlet, Vancouver, B.C., on the Second Narrows Bridge effective April 1, 1963.

The Ambassador Bridge (The Canadian Transit Company) increased its commutation tolls between Windsor, Ontario, and Detroit, Michigan, effective November 1, 1963. Automobile and taxi toll rates on the Baudette-Rainy River International Toll Bridge between Baudette, Michigan, and Rainy River, Ontario, were reduced effective December 1, 1963.

APPENDICES

APPENDIX A—ECONOMICS AND ACCOUNTING

TABLE I—WAYBILL ANALYSIS

Percent of sample Ton Miles

Type of Traffic	1956	1957	1958	1959	1960	1961	1962
	%	%	%	%	%	%	%
Class Rated	3.4	3.6	3.1	3.1	2.2	1.8	2.0
Commodity Non-Competitive	35.8	35.8	32.4	31.8	29.1	28.2	27.0
Statutory	33.8	31.7	32.7	30.9	36.0	37.3	34.1
Competitive	17.2	16.7	17.3	17.4	15.6	15.0	16.0
Agreed Charge	5.1	7.2	8.7	12.2	13.0	13.0	15.9
Multiple Rates	2.1	2.7	3.3	2.2	2.1	2.6	2.7
Mixed Shipments	2.6	2.3	2.5	2.4	2.0	2.1	2.3
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE II—WAYBILL ANALYSIS

Percent of Sample Revenue

Type of Traffic	1956	1957	1958	1959	1960	1961	1962
	%	%	%	%	%	%	%
Class Rated	9.3	9.4	8.2	7.9	5.9	5.0	5.5
Commodity Non-Competitive	41.3	41.4	37.3	34.7	32.8	32.0	29.9
Statutory	11.5	9.9	10.5	8.6	10.8	12.2	10.9
Competitive	21.0	20.5	23.1	27.0	26.8	25.0	25.5
Agreed Charge	10.0	12.3	13.8	16.1	18.3	19.2	21.6
Multiple Rates	1.2	1.5	1.9	1.2	1.5	2.3	2.3
Mixed Shipments	5.7	5.0	5.2	4.5	3.9	4.3	4.3
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

TABLE III—WAYBILL ANALYSIS

Average Revenue per Freight Ton Mile

Type of Traffic	1956	1957	1958	1959	1960	1961	1962
	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Class Rated	3.89	4.05	4.05	4.59	4.47	4.24	4.33
Commodity Non-Competitive	1.66	1.81	1.78	1.95	1.86	1.71	1.72
Statutory	0.49	0.49	0.50	0.50	0.50	0.49	0.49
Competitive	1.77	1.93	2.07	2.77	2.84	2.51	2.48
Agreed Charge	2.85	2.65	2.47	2.37	2.33	2.23	2.11
Multiple Rates	0.84	0.87	0.86	0.99	1.12	1.33	1.33
Mixed Shipments	3.22	3.40	3.22	3.37	3.18	3.01	2.90
Total	1.45	1.57	1.55	1.79	1.65	1.51	1.55

TABLE IV—OPERATING RESULTS—CLASS I RAILWAYS[1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1956	1,228,927,347	1,137,933,251	90,994,096	68,024,396	2,691,703
Year—1957	1,193,074,122	1,141,311,725	51,762,397	60,315,274	2,729,349
Year—1958	1,132,596,476	1,106,676,187	25,920,289	58,758,436	2,320,646
Year—1959	1,175,990,301	1,132,316,340	43,673,961	58,138,822	2,291,412
Year—1960	1,112,842,832	1,081,407,545	31,435,287	56,633,523	2,122,155
Year—1961[2]	1,140,671,137	1,105,373,600	35,297,537	58,173,518	1,837,422
Year—1962[2]	1,147,335,662	1,112,372,932	34,962,730	58,420,920	1,896,262
1962—10 Months[3]	935,080,254	929,508,996	5,571,258	48,465,554	1,600,123
1963—10 Months[4]	957,490,153	932,346,768	25,143,385	53,328,594	1,604,675

[1]Canadian National and Canadian Pacific; as of January 1, 1958, the Hudson Bay Railway was absorbed into the Canadian National System.

[2]1961 and 1962 annual reports included proportionate payments under "$50 million subsidy".

C.P.R. 1962 annual report did not include approximately $5 million Freight Rates Reduction Act Reimbursement, not paid until 1963.

[3]1962—10 months revenue restated by C.P.R. to include payments under "$50 million subsidy" 1962, but not restated by C.N.R.

[4]1963—10 months revenue includes payments under "$50 million subsidy" 1963 to C.N.R., but not included by C.P.R.

TABLE V—OPERATING RESULTS—CLASS II RAILWAYS[1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1956	151,427,349	136,729,313	14,698,036	10,432,414	207,866
Year—1957	152,821,412	142,959,079	9,862,333	10,415,047	177,991
Year—1958	117,110,266	109,283,214	7,827,052	7,180,114	149,692
Year—1959	138,855,449	122,239,745	16,615,704	9,333,997	136,995
Year—1960	132,062,602	115,573,044	16,489,558	8,229,355	128,749
Year—1961	114,306,821	106,312,720	7,994,101	7,032,834	111,877
Year—1962	123,636,757	111,021,827	12,614,930	7,926,953	107,664
1962—10 Months	107,622,760	96,055,771	11,566,989	7,269,012	92,880
1963—10 Months	105,517,640	93,567,010	11,950,630	6,632,988	84,862

[1]Seventeen Railways earning over $500,000 gross rail revenues annually in 1956 and 1957. Sixteen Railways from January 1, 1958 (Hudson Bay Railway absorbed into Canadian National System).

TABLE VI—OPERATING RESULTS—TELEPHONE COMPANIES[1]

Period	Total Operating Revenues	Total Operating Expenses	Retained Earnings	Telephones Operated
	$	$	$	No.
Year—1956	311,604,462	263,868,181	7,192,213	3,182,895
Year—1957	344,800,178	295,115,666	3,359,193	3,412,203
Year—1958	374,249,550	319,740,054	2,382,690	3,626,624
Year—1959	432,087,017	359,605,258	10,249,807	3,842,334
Year—1960	464,333,438	381,914,102	8,035,098	4,037,787
Year—1961	501,721,136	408,528,037	8,812,603	4,270,593
Year—1962	545,060,613	441,047,289	13,512,595	4,493,149
1962—10 Months	451,326,185	364,485,292	12,006,490	4,368,354
1963—10 Months	482,020,445	390,894,580	9,426,593	4,681,369

[1]The Bell Telephone Co., British Columbia Telephone Co., and Bonaventure and Gaspe Telephone Company.

TABLE VII—OPERATING RESULTS—WATER CARRIERS ON MACKENZIE WATERWAYS[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Freight Carried
	$	$	$	(Tons)
Year—1956	5,133,952	4,827,814	306,138	242,928
Year—1957	5,158,838	4,986,460	172,378	233,261
Year—1958	5,147,457	5,084,557	62,900	232,938
Year—1959	4,817,918	4,866,875	(48,957)	225,049
Year—1960	3,922,862	3,858,340	64,522	193,046
Year—1961	3,439,963	3,216,458	223,505	176,280
Year—1962	3,220,268	3,095,140	125,128	164,733

[1]1956 and 1957 reports included water transport operations of the Hudson's Bay Co., McInnes Products Corporation, Northern Transportation Co. and Yellowknife Transportation Co. At the end of the 1957 season MacKenzie River operations of the Hudson's Bay Company were sold to Northern Transportation Co. McInnes products Corporation terminated commercial water carrier service on February 22, 1961. Operations of Streeper Brothers Marine Transport are included from 1961 and Charles Sanders from 1962.

TABLE VIII—OPERATING RESULTS—INTERNATIONAL BRIDGES AND TUNNELS[1]

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Vehicles	Pedestrians	Passengers Other Than Vehicle Drivers
	$	$	$	No.	No.	No.
Year—1956	8,435,997	5,311,150	3,124,847	16,979,352	1,083,436	25,153,720
Year—1957	9,030,586	5,616,809	3,413,777	17,564,202	1,044,553	30,288,047
Year—1958	9,210,222	6,020,016	3,190,206	17,414,083	1,000,180	29,883,908
Year—1959	9,810,162	6,052,786	3,757,376	17,629,978	847,308	28,306,119
Year—1960	10,541,154	6,348,264	4,192,890	18,611,282	886,011	28,888,419
Year—1961	10,876,709	6,712,495	4,164,214	19,091,813	748,493	28,343,436
Year—1962	10,828,865	6,623,274	4,205,591	17,725,115	692,466	25,882,242

[1]Includes reports of the following companies:

Buffalo and Fort Erie Public Bridge Authority
Cornwall International Bridge (September 30 annually)
Detroit and Canada Tunnel Corporation (October 31 annually)
Detroit International Bridge and Canadian Transit Co.
Niagara Falls Bridge Commission:
- Rainbow Bridge (October 31 annually)
- Whirlpool Rapids Bridge (October 31 annually)
- Lewiston-Queenston Bridge (October 31 annually)

Thousand Islands Bridge Authority (February 28 annually)
International Bridge and Terminal Co. (Fort Frances)
Ogdensburg Bridge Authority
Baudette-Rainy River International Toll Bridge
Sault Ste. Marie International Bridge Authority of Michigan.

APPENDIX B—ENGINEERING

STATEMENT 1—EXPENDITURES FOR PROTECTION AT HIGHWAY CROSSINGS 1909 TO DECEMBER 31, 1963 AND A COMPARISON OF EXPENDITURE TO POPULATION

—	Population	Percentage of Total Population	Expenditure from Railway Grade Crossing Fund	Percentage of Total Expenditure from Fund	Expenditures by Province Municipality and Utilities	Expenditures by Railway	Total
		%	$ cts.	%	$ cts.	$ cts.	$ cts.
British Columbia	1,708,000	9.00	5,790,056.55	7.63	8,608,073.68	814,601.12	15,212,731.35
Alberta	1,415,000	7.46	6,476,940.22	8.53	3,544,330.28	1,248,903.22	11,270,173.72
Saskatchewan	935,000	4.93	3,322,915.87	4.38	2,129,183.07	559,285.69	6,011,384.63
Manitoba	956,000	5.04	3,066,717.18	4.04	590,600.94	570,252.19	4,227,570.31
Ontario	6,494,000	34.21	38,353,677.61	50.54	30,307,181.91	18,220,413.71	86,881,273.23
Quebec	5,503,000	28.99	11,160,332.69	14.71	6,854,506.28	2,328,863.49	20,343,702.46
New Brunswick	615,000	3.24	3,077,746.42	4.05	1,323,794.88	843,017.38	5,244,558.68
Nova Scotia	762,000	4.01	3,528,643.20	4.65	1,483,124.84	691,781.66	5,703,549.70
Prince Edward Island	107,000	0.56	108,810.82	0.14	30,140.66	14,551.04	153,502.52
Newfoundland	485,000	2.56	408,140.60	0.54	74,493.71	12,535.25	495,169.56
Reflectorization of Crossing Signs	.....	.....	502,238.96	0.66	.....	130,351.70	632,590.66
Reflectorization of Railway Cars	.....	.....	94,918.29	0.13	.....	23,809.89	118,728.18
Totals	18,980,000	100.00	75,891,138.41	100.00	54,945,430.25	25,458,366.34	156,294,935.00
Percentage of Total	.....	.....	48.56%	.....	35.15%	16.29%	100%

STATEMENT 2—DISTRIBUTION OF EXPENDITURES FROM THE RAILWAY GRADE CROSSING FUND BY PROVINCE, 1963

Province	Railway Grade Crossing Fund
British Columbia	$ 556,057.24
Alberta	1,601,694.67
Saskatchewan	405,821.87
Manitoba	491,962.41
Ontario	6,394,609.41
Quebec	2,383,006 49
New Brunswick	177,837.70
Nova Scotia	619,906.05
Prince Edward Island	64.021.57
Newfoundland	115,397.76
Reflectorization of Crossing Signs	165,161.03
Reflectorization of Railway Cars	26,384.64
	$ 13,001,860.84

STATEMENT 3—DISTRIBUTION OF COMMITMENTS FROM THE RAILWAY GRADE CROSSING FUND BY PROVINCE DURING THE YEAR 1963

British Columbia	$ 1,390,105.40
Alberta	961,202.64
Saskatchewan	439,310.30
Manitoba	133,943.81
Ontario	5,203,951.50
Quebec	1,793,133.08
New Brunswick	229,883.73
Nova Scotia	456,455.73
Prince Edward Island	46,604.29
Newfoundland	10,080.00
Total	$ 10,664,670.48
Reflectorization of Crossing Signs	187,412.00
Reflectorization of Railway Cars	25,805.24
Grand Total	$ 10,877,887.72

GRADE SEPARATIONS APPROVED IN 1963

STATEMENT 4—GRADE SEPARATIONS, RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS APPROVED DURING THE YEAR AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND

Asterisk denotes project approved prior to current year on a Cost Reserved basis and a commitment from the Railway Grade Crossing Fund was approved during 1963.

Order No. and Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund	
				%	$
			PROVINCE OF BRITISH COLUMBIA		
110430—Feb. 14/63	Overhead Bridge	CNR & CPR	Heatley Ave., Vancouver, mile 127.96 Cascade Subd. (CP), mile 1.52 Yale Subd. (CN).	80	289,000.00
110430—Feb. 14/63	Utilities (2)	CNR & CPR	Heatley Ave., Vancouver, mile 127.96 Cascade Subd. (CP), mile 1.52 Yale Subd. (CN).	80	9,700.00
110442—Feb. 18/63	Overhead Bridge	CNR	TCH (Yale Road) Hope, mile 40.61 Yale Subd	80	392,000.00
110442—Feb. 18/63	Utilities (1)	CNR	TCH (Yale Road) Hope, mile 40.61 Yale Subd	80	8,900.00
110511—Feb. 21/63	Reconstruction of Subway	CPR	Highway No. 3, Greenwood, mile 116.02 Boundary Subd	50	113,500.00
110511—Feb. 21/63	Utilities (1)	CPR	Highway No. 3, Greenwood, mile 116.02 Boundary Subd	50	425.00
111585—June 28/63	Overhead Bridge	CNR	Highway No. 16, Sheraton, mile 16.47 Telkwa Subd	80	248,000.00
111840—Aug. 1/63	Overhead Bridge	CPR	Highways Nos. 93 and 95, mile 76.50 Windermere Subd	80	176,000.00
111940—Aug. 16/63	Reconstruction of Overhead Bridge.	CNR	N.T.P.H., near Terrace, mile 131.1 Bulkley Subd	50	65,000.00
112688—Nov. 22/63	Utilities (2)	CPR	Kamloops, mile 0.91, Thompson Subd	80	2,630.40
			Adjustments made to cover increased grants for projects approved prior to 1963.		6,150.00
			Total		$1,311,305.40
			PROVINCE OF ALBERTA		
111321—May 27/63	Reconstruction of Subway	CNR	Highway No. 16, (Magnolia Bridge), mile 61.1 Wabamun Subd	50	* 54,000.00
111506—June 19/63	Overhead Bridge	CPR	45th Street, Red Deer, mile 93.12 Red Deer Subd	80	331,600.00
111506—June 19/63	Utilities (2)	CPR	45th Street, Red Deer, mile 93.12 Red Deer Subd	80	1,700.00
112225—Sept. 25/63	Subway	CPR	Highway No. 3, near Maunsell, mile 57.08 Crowsnest Subd	80	249,000.00
112225—Sept. 25/63	Utilities (1)	CPR	Highway No. 3, near Maunsell, mile 57.08 Crowsnest Subd	80	1,200.00
			Adjustments made to cover increased grants for projects approved prior to 1963.		64,476.43
			Total		$701,976.43
			PROVINCE OF SASKATCHEWAN		
112192—Sept. 18/63	Subway	CPR	13th Avenue, Estevan, mile 137.4 Portal Subd	80	271,000.00
112192—Sept. 18/63	Utilities (2)	CPR	13th Avenue, Estevan, mile 137.4 Portal Subd	80	5,650.00
			Adjustments made to cover increased grants for projects approved prior to 1963.		18,698.25
			Total		$295,348.25

STATEMENT 4—GRADE SEPARATIONS, RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS APPROVED DURING THE YEAR AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND (Continued)

Asterisk denotes project approved prior to current year on a Cost Reserved basis and a commitment from the Railway Grade Crossing Fund was approved during 1963.

Order No. and Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund	
				%	$
			PROVINCE OF MANITOBA		
			NIL		
			Adjustments made to cover increased grants for projects approved prior to 1963.		7,304.75
			Total		$7,304.75
			PROVINCE OF ONTARIO		
110377—Feb. 8/63	Subway	CNR	McLaughlin Road, Brampton, mile 22.11 Brampton Subd.	80	191,000.00
110377—Feb. 8/63	Utilities (3)	CNR	McLaughlin Road, Brampton, mile 22.11 Brampton Subd.	80	16,200.00
110530—Feb. 25/63	Utilities (2)	CPR	Brimley Road, Twp. Scarborough, mile 96.1 Oshawa Subd. and mile 87.8 Peterboro Subd.	80	3,749.24
110698—Mar. 13/63	Subway	CNR	3rd Line East, (County Rd. No. 4), Twp. of Chinguacousy, mile 18.23 Brampton Subd.	80	366,000.00
111137—May 2/63	Overhead Bridge	CNR	Highway No. 2, near Marysville, (Twp. of Tyendinagal), mile 206.90 Gananoque Subd.	80	180,000.00
111439—June 11/63	Reconstruct Subway	CNR	York Road, Dundas, mile 2.1 Dundas Subd.	50	120,700.00
111439—June 11/63	Utilities (3)	CNR	York Road, Dundas, mile 2.1 Dundas Subd.	50	5,400.00
111451—June 12/63	Utilities (3)	CNR	3rd Line East, (County Rd. No. 4), Twp. of Chinguacousy, mile 18.23 Brampton Subd.	80	11,020.00
111452—June 12/63	Reconstruction of Subway	CPR	Subway St., Village of Schreiber, mile 0.16 Nipigon Subd.	50	138,100.00
111534—June 21/63	Overhead Bridge	CNR	Highway No. 25, Burlington, mile 1.35 Milton Subd.	80	310,400.00
111534—June 21/63	Utilities (3)	CNR	Highway No. 25, Burlington, mile 1.35 Milton Subd.	80	23,000.00
111796—July 29/63	Overhead Bridge	CNR & CPR	Eastern Ave., Toronto, (CNR) mile 1.87 Bala Subd. (CPR) mile 107.18 Oshawa Subd.	80	481,400.00
111796—July 29/63	Overhead Bridge	TTR	Eastern Ave., Toronto, mile 1.9 East	80	481,400.00
111796—July 29/63	Utilities (1)	TTR CNR CPR	Eastern Ave., Toronto, mile 1.9 East	80	42,000.00
111797—July 29/63	Overhead Bridge	CPR	Quebec St., London, mile 113.08 Galt Subd.	80	454,400.00
111797—July 29/63	Utilities (3)	CPR	Quebec St., London, mile 113.08 Galt Subd.	80	13,600.00
111851—Aug. 2/63	Overhead Bridge	CNR	Highway No. 5 (Dundas St.), Burlington, mile 5.56 Milton Subd.	80	276,800.00
111944—Aug. 19/63	Utilities (1)	CNR	Victoria St., Whitby, mile 304.59, Oshawa Subd.	80	564.00
111944—Aug. 19/63	Utilities (1)	CNR	Victoria St., Whitby, mile 304.59, Oshawa Subd.	80	1,860.00
112016—Aug. 29/63	Reconstruction of Overhead Bridge.	CNR	Town Line Road between Twp. of Blenheim and South Dumfries, mile 33.21 Dundas Subd.	50	37,000.00

112016—Aug. 29/63	Utilities (2)	CNR	Town Line Road between Twp. of Blenheim and South Dumfries, mile 33.21 Dundas Subd.	50	945.00
112483—Oct. 28/63	Road Diversion	CNR	3rd Line West Rd., Twp. Chinguacousy, mile 24.07 Brampton Subd.	80	19,120.00
112483—Oct. 28/63	Overhead Bridge	CNR	Highway No. 7, at Pleasant, (West of Brampton), mile 24.02 Brampton Subd.	80	241,000.00
112483—Oct. 28/63	Utilities (1)	CNR	Highway No. 7, at Pleasant, (West of Brampton), mile 24.02 Brampton Subd.	80	1,900.00
112521—Oct. 31/63	Utilities (1)	CNR	Thickson Road, Twp. of Whitby, mile 303.21 Oshawa Subd.	80	575.00
112639—Nov. 18/63	Reconstruction of Subway	CNR	Main St., Brampton, mile 21.1 Brampton Subd.	50	158,000.00
			Adjustments made to cover increased grants for projects approved prior to 1963.		297,906.16
			Total		$3,874,039.40
			PROVINCE OF QUEBEC		
110714—Mar. 15/63	Reconstruction of Overhead Bridge.	CNR	St. Edouard Range Road, Parish of St. Liboire, mile 30.9 St. Hyacinthe Subd.	50	68,400.00
111340—May 29/63	Subway	CNR	Davis Street, Arvida, mile 109.00 Jonquiere Subd.	80	266,400.00
111340—May 29/63	Utilities (1)	CNR	Davis Street, Arvida, mile 109.00 Jonquiere Subd.	80	1,000.00
111567—June 26/63	Utilities (1)	CPR	Highway No. 11, Mun. of Lesage, mile 18.8 Ste. Agathe Subd.	80	* 860.00
112866—Dec. 20/63	Subway	CNR	Church Road, Village of Francoeur, mile 21.69 Drummondville Subd.	80	153,300.00
112867—Dec. 20/63	Subway	CNR	Marie East Road, Parish of St. Apollinaire, mile 23.69 Drummondville Subd.	80	98,525.00
112868—Dec. 20/63	Subway	CNR	Bois Franc Pierreriche Road, Notre Dame du Sacre-Coeur D'Issoudun, mile 25.366 Drummondville Subd.	80	143,200.00
112869—Dec. 20/63	Subway	CNR	Moulanges Road, Parish of St. Apollinaire, mile 18.21 Drummondville Subd.	80	96,750.00
112873—Dec. 20/63	Overhead Bridge	CNR	Craig Road, St. Nicolas South, mile 12.58 Drummondville Subd.	80	123,120.00
112877—Dec. 20/63	Overhead Bridge	CNR	Frechette Road, St. Nicolas South, mile 16.19 Drummondville Subd.	80	173,120.00
			Adjustments made to cover increased grants for projects approved prior to 1963.		11,717.33
			Total		$1,136,392.33
			PROVINCE OF NEW BRUNSWICK		
110222—Jan. 25/63	Reconstruct Overhead Bridge.	CNR	North Tetagouche Road, Parish of Bathurst, mile 45.6 Bathurst Subd.	50	57,300.00
110222—Jan. 25/63	Utilities (2)	CNR	North Tetagouche Road, Parish of Bathurst, mile 45.6 Bathurst Subd.	50	1,000.00
111731—July 19/63	Reconstruction of Overhead Bridge	CNR	Mines Road (Nepisiguit Jct.), Parish of Bathurst, mile 39.9 Bathurst Subd.	50	57,300.00
111731—July 19/63	Utilities (2)		Mines Road (Nepisiguit Jct.), Parish of Bathurst, mile 39.9 Bathurst Subd.	50	1,000.00
			Total		$116,600.00
			PROVINCE OF NOVA SCOTIA		
112003—Aug. 28/63	Road Diversion	CNR	View Street, North Sydney, mile 99.73 Sydney Subd.	80	40,000.00
112232—Sept. 25/63	Highway Diversion	CNR	Route 23, Orangedale, bet. mile 39.78 and mile 40.51 Sydney Subd.	80	46,000.00
112299—Oct. 4/63	Utilities (2)	CNR	Highway No. 3, near Mahone Bay, mile 65.39 Chaster Subd.	80	1,052.88
			Adjustments made to cover increased grants for projects approved prior to 1963.		145,000.00
			Total		$232,052.88

STATEMENT 4—GRADE SEPARATIONS, RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVISIONS APPROVED DURING THE YEAR AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND (Concluded)

Asterisk denotes project approved prior to current year on a Cost Reserved basis and a commitment from the Railway Grade Crossing Fund was approved during 1963.

Order No. and Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund	
				%	$
			PROVINCE OF PRINCE EDWARD ISLAND		
			NIL		
			PROVINCE OF NEWFOUNDLAND		
			NIL		
			GRAND TOTAL		$7,675,019.44

STATEMENT NO. 5—GRADE SEPARATIONS AND HIGHWAY DIVERSIONS APPROVED IN 1963 WITH COST RESERVED AND NO COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND

Order No. and Date	Type of Project	Railway	Location
		PROVINCE OF BRITISH COLUMBIA	
110926—Apr. 5/63	Overhead Bridge	C.P.R.	Renfrew St., Vancouver, mile 125.65 Cascade Sd.
		PROVINCE OF QUEBEC	
111583—June 28/63	Highway Diversion	C.P.R.	Pont Rouge, mile 134.9 Quebec Sd.

STATEMENT 6—GRADE SEPARATIONS AND RECONSTRUCTION OF GRADE SEPARATIONS APPROVED DURING THE YEAR 1963 FOR WHICH COMMITMENTS COULD NOT BE MADE FROM THE RAILWAY GRADE CROSSING FUND IN ACCORDANCE WITH SECTION 265 OF THE RAILWAY ACT

Order No. and Date	Type of Project	Railway	Location
	PROVINCE OF BRITISH COLUMBIA		
110042—Jan. 9/63	Subway	C.P.R.	South Trans Provincial Highway, mile 2.52 Rossland Sd.
110409—Feb. 12/63	Reconstruct Overhead Bridge	C.P.R.	Mile 29.64 Mountain Sd.
111561—June 26/63	Overhead Bridge	C.N.R.	Mile 36.1 Bulkley Sd.
112355—Oct. 8/63	Reconstruct Subway	C.P.R.	Shaugnessy St., Port Coquitlam, mile 112.2 Cascade Sd.
	PROVINCE OF ALBERTA		
	NIL		
	PROVINCE OF SASKATCHEWAN		
	NIL		
	PROVINCE OF MANITOBA		
112207—Sept. 24/63	Subway	C.N.R.	Mile 2.2 Oak Point Sd.
	PROVINCE OF ONTARIO		
110369—Feb. 7/63	Overhead Bridge	C.N.R.	White Sideroad, Twp. of Pickering, mile 2.2 York Sd.
110649—Mar. 11/63	Subway	C.N.R.	Bet. Cons. 8 and 9, Lot 2, Twp. of Markham, mile 8.58 York Sd.
110671—Mar. 12/63	Subway	C.N.R.	Main St., Milton, mile 13.69 Milton Sd.
110931—Apr. 9/63	Overhead Bridge	C.N.R.	Indian Line Detour Rd., Twps. of Etobicoke and Toronto, mile 30.86 York Sd.
110952—Apr. 11/63	Subway	C.N.R.	14th Ave., Twp. of Markham, mile 10.18 York Sd.
111018—Apr. 22/63	Reconstruct Overhead Bridge	C.N.R.	Mile 72.5 Campbellford Sd.
111250—May 17/63	Overhead Bridge	C.N.R. C.P.R.	Eastern Ave., Toronto
111501—June 19/63	Pedestrian Subway	C.N.R.	Springland Drive to Cromwell Drive, Ottawa, mile 3.83 Beachburg Sd.
111553—June 26/63	Overhead Bridge	C.N.R.	Garden City Skyway, St. Catharines, mile 0.80 Lakeshore Sd.
112062—Sept. 9/63	Pedestrian Overhead Bridge	C.N.R.	Twp. of Pickering, mile 1.8 York Sd.

STATEMENT 6—GRADE SEPARATIONS AND RECONSTRUCTION OF GRADE SEPARATIONS APPROVED DURING THE YEAR 1963 FOR WHICH COMMITMENTS COULD NOT BE MADE FROM THE RAILWAY GRADE CROSSING FUND IN ACCORDANCE WITH SECTION 265 OF THE RAILWAY ACT (Concluded)

Order No. and Date	Type of Project	Railway	Location
		PROVINCE OF QUEBEC	
110492—Feb. 20/63	Subway	C.P.R.	Acadie St., Sherbrooke, mile 67.63 Megantic Sd.
111397—June 6/63	2 Overhead Bridges	C.N.R.	Eastward and Westward lanes of Highway No. 2, Coteau, mile 56.21 Valleyfield Sd.
111656—July 15/63	Pedestrian Subway	C.N.R.	Laurendeau St., Montreal, mile 1.09 Cote St. Paul Branch
112678—Nov. 21/63 111829—July 31/63	Subway	C.N.R.	Trans Canada Highway, Parish of St. Joseph de la Pointe de Levy, mile 109.55 Montmagny Sd.
112208—Sept. 24/63	2 Overhead Bridges	C.P.R.	Eastern Townships Autoroute, Parish of Ange-Gardien, mile 6.17 St. Guillaume Sd.
112210—Sept. 24/63	2 Overhead Bridges	C.P.R.	Eastern Townships Autoroute, Twp. of Magog, mile 91.3 Sherbrooke Sd.
112644—Nov. 19/63	2 Overhead Bridges	C.P.R.	Trans Canada Highway, County of Vaudreuil, mile 2.49 Montreal and Ottawa Sd.
112700—Nov. 26/63	Overhead Bridge	C.P.R.	Trans Canada Highway, County of Vaudreuil, mile 15.85 Montreal and Ottawa Sd.
112771—Dec. 5/63	Overhead Bridge	C.P.R.	Lachine, mile 0.58 North Bank Branch
112772—Dec. 5/63	Overhead Bridge	C.P.R.	LaSalle, mile 0.57 South Bank Branch
112794—Dec. 10/63	2 Overhead Bridges	C.P.R.	Eastern Townships Autoroute, Twp. of Shefford, mile 13.85 Drummondville Sd.
112939—Dec. 30/63	2 Overhead Bridges	C.N.R.	Eastern Townships Autoroute, Parish of St. Alphonse de Granby, mile 21.3 West Shefford Sd.
		PROVINCE OF NEW BRUNSWICK	
111317—May 27/63	Overhead Bridge	C.N.R.	Highway No. 8, Chatham, mile 7.9 Loggieville Sd.
		PROVINCE OF NOVA SCOTIA	
111897—Aug. 13/63	Overhead Bridge	C.N.R.	Prospect Road Connector, County of Halifax, mile 3.27 Chester Sd.
		PROVINCE OF PRINCE EDWARD ISLAND	
		NIL	
		PROVINCE OF NEWFOUNDLAND	
112038—Sept. 6/63	Subway	C.N.R.	Trans Canada Highway, mile 503.94 Port aux Basques Sd.

INSTALLATION OF AUTOMATIC PROTECTION APPROVED IN 1963

STATEMENT 7—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND.

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
	PROVINCE OF BRITISH COLUMBIA			
Installation of flashers and bell at unprotected crossings				
110199—Jan. 24/63	2 Flashers and bell	CNR	Highway No. 6, near Vernon, mile 7.09 Lumby Subd.	7,200.00
110202—Jan. 24/63	2 Flashers and bell	CPR	Celgar Road, Castlegar, mile 26.2 Boundary Subd.	6,800.00
110205—Jan. 24/63	2 Flashers and bell	NAR	Highway No. 2, near Pouce Coupe, mile 130.37 Grande Prairie Subd.	7,280.00
110445—Feb. 18/63	2 Flashers and bell	E&N	Renfrew Road, Shawnigan Lake, mile 28.12 Victoria Subd.	10,400.00
110446—Feb. 18/63	2 Flashers and bell	CNR	Highway No. 6, near Vernon, mile 3.41 Lumby Subd.	7,600.00
110522—Feb. 22/63	2 Flashers and bell	CNR	Highway No. 5, near Barriere, mile 102.78 Clearwater Subd.	9,360.00
110775—Mar. 22/63	2 Flashers and bell	E&N	Jacklin Road, Langford, mile 8.52 Victoria Subd.	8,640.00
110865—Mar. 29/63	2 Flashers and bell	CNR	Telkwa, mile 116.07 Telkwa Subd.	8,400.00
111154—May 6/63	2 Flashers and bell	E&N	Chemainus Road, Arcady, (Village of Ladysmith), mile 57.10 Victoria Subd.	6,880.00
Installation of flashers and bell in lieu of existing protections				
112948—Dec. 31/63	2 Flashers and bell in lieu of bell and danger sign.	E&N	Comox Road, Nanaimo, mile 73.0 Victoria Subd.	6,000.00
			Total	$78,560.00
	PROVINCE OF ALBERTA			
Installation of flashers and bell at unprotected crossings				
110078—Jan. 14/63	2 Flashers and bell	CNR	Highway No. 47, Coalspur, mile 0.93 Mountain Park Subd.	6,720.00
110325—Feb. 5/63	2 Flashers and bell	NAR	Highway No. 2, near Mitsue, mile 156.3 Slave Lake Subd.	12,080.00
110948—Apr. 11/63	2 Flashers and bell	NAR	100th Street, Grande Prairie, mile 49.86 Grande Prairie Subd.	14,136.00
110950—Apr. 11/63	2 Flashers and bell	NAR	100th Avenue (Richmond Ave.), Grande Prairie, mile 49.32 Grande Prairie Subd.	8,448.00
110956—Apr. 11/63	2 Flashers and bell	NAR	Wapiti Road, Grande Prairie, mile 50.91 Grande Prairie Subd.	9,240.00
110988—Apr. 18/63	2 Flashers and bell	NAR	105th Avenue, Grande Prairie, mile 48.97 Grande Prairie Subd.	6,860.00
111008—Apr. 19/63	2 Flashers and bell	NAR	102nd Street (Main St.), Grande Prairie, mile 50.12 Grande Prairie Subd.	8,520.00
111112—May 1/63	2 Flashers and bell	CNR	Lousana, mile 27.84 Three Hills Subd.	10,400.00
111238—May 16/63	2 Flashers and 2 bells	CPR	Hespeler St., (King Edward), Didsbury, mile 46.5 Red Deer Subd.	13,520.00

STATEMENT 7—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
			PROVINCE OF ALBERTA—*Concluded*	
111529 June 20/63	2 Flashers and bell	CPR	Kinbrook Island Park Road, East of Brooks, mile 65.9 Brooks Subd.	6,400.00
111541—June 21/63	2 Flashers and bell	CPR	Maple St., Brooks, mile 67.1 Brooks Subd	6,400.00
112916—Dec. 24/63	2 Flashers and bell	NAR	Highway No. 2A, near Grimshaw, mile 60.03 Peace River Subd.	7,140.00
112917—Dec. 24/63	2 Flashers and bell	NAR	Highway No. 2A, near Triangle, mile 243.8 Slave Lake Subd.	7,308.00
112926—Dec. 27/63	2 Flashers and bell	CPR	Highway No. 62, Magrath, mile 17.02 Cardston Subd	7,760.00
112931—Dec. 27/63	2 Flashers and bell	NAR	Highway No. 59, near Sexsmith, mile 34.07 Grande Prairie Subd.	7,288.00
112935—Dec. 30/63	2 Flashers and bell	CNR	Near Blue Ridge, mile 89.74 Sangudo Subd	12,920.00
112947—Dec. 31/63	2 Flashers and bell	CPR	Highway No. 50, near Tees, mile 87.02 Lacombe Subd	7,120.00
Installation of flashers and bell in lieu of existing protections				
110201—Jan. 24/63	2 Flashers and bell in lieu of bell and danger sign.	CNR	50th Ave. S.E., Calgary, mile 0.55 Calgary Freight Terminal	7,440.00
110601—Mar. 4/63	2 Flashers and bell in lieu of wigwag and bell	CPR	Highway No. 2A, Okotoks, mile 25.67 MacLeod Subd	9,800.00
112953—Dec. 31/63	2 Flashers and bell in lieu of wigwag and bell	CPR	Highway No. 12, near Erskine, mile 62.63 Lacombe Subd	7,200.00
Improvements to existing protections				
110942—Apr. 10/63	Improve existing protection	CNR	66th Street, Edmonton	59,200.00
		CNR	120th Avenue at 74th Street, Edmonton	
		CNR	118th Ave. at 76th Street, Edmonton	
		CNR	115th Ave. at 80th Street, Edmonton	
		CNR	114th Ave. at 81st Street, Edmonton	
		CNR	82nd Street at 113th Ave., Edmonton	
		CNR	112th Ave. bet. 82nd and 84th Streets, Edmonton	
		CNR	92nd St., near 107th Ave., Edmonton	
		CNR	95th St. near 106th Ave., Edmonton	
		CNR	96th St. near 105th Ave., Edmonton	
		CNR	116th St. near 105th Ave., Edmonton	
		CNR	107th Ave. at 121st Street, Edmonton	
		CNR	111th Ave. at 121st Street, Edmonton	
		CNR	118th Ave. and Kingsway Ave., Edmonton	
		CNR	125th Ave. at 121st St., Edmonton	
			Adjustments made to cover increased grants for projects approved prior to 1963.	1,734.76
			Total	$237,634.76

PROVINCE OF SASKATCHEWAN

Installation of flashers and bell at unprotected crossings

110050—Jan. 11/63	2 Flashers and bell	CPR	Highway No. 6, near Southey, mile 69.59 Bulyea Subd.	9,920.00
110054—Jan. 11/63	2 Flashers and bell	CPR	Highway No. 35 and 3, Tisdale, mile 94.41 Tisdale Subd.	11,680.00
110106—Jan. 16/63	2 Flashers and bell	CPR	Highway No. 29, Wilkie, mile 99.05 Wilkie Subd.	11,200.00
110152—Jan. 18/63	2 Flashers and bell	CNR	Highway No. 16, near Peebles, mile 14.34 Glenavon Subd.	10,080.00
110170—Jan. 21/63	2 Flashers and bell	CPR	22nd Street, Saskatoon, mile 0.38 Wilkie Subd.	10,520.00
110206—Jan. 24/63	2 Flashers and bell	CPR	Highway No. 20, near Lanigan, mile 37.32 Sutherland Subd.	13,240.00
110280—Jan. 31/63	2 Flashers and bell	CNR	Highway No. 2, near Wakaw, mile 56.24 Meskanaw Subd.	8,240.00
110672—Mar. 12/63	2 Flashers and bell	CNR	Highway No. 22, East of Gerald, mile 87.59 Miniota Subd.	10,480.00
110741—Mar. 20/63	2 Flashers and bell	CNR	Highway No. 28, Radville, mile 38.13 Weyburn Subd.	5,360.00
110745—Mar. 20/63	2 Flashers and bell	CNR	Highway No. 8, near Kamsack, mile 99.98 Togo Subd.	7,840.00
111259—May 21/63	2 Flashers and bell	CNR	Quebec Ave., Saskatoon, mile 0.79 Govel Loop Line	11,760.00
111460—June 13/63	2 Flashers and bell	CNR	Avenue "P", Saskatoon, mile 1.15 Govel Subd.	10,320.00
111679—July 16/63	2 Flashers and bell	CNR	Bruno, mile 18.48 Aberdeen Subd.	13,600.00

Installation of flashers and bell in lieu of existing protections

112913—Dec. 24/63	2 Flashers and bell in lieu of wigwag and bell.	CNR	Highway No. 10, near Lebret, mile 41.5 Qu'Appelle Subd.	4,960.00

Improvements to existing protections

112707—Nov. 26/63	Improvement to protection	CNR	Highway No. 2, Wakaw, mile 56.24 Meskanaw Subd.	1,600.00
			Adjustments made to cover increased grants for projects approved prior to 1963.	2,362.05
			Total	$143,162.05

PROVINCE OF MANITOBA

Installation of flashers and bell at unprotected crossings

110173—Jan. 21/63	2 Flashers and bell	CPR	Highway No. 10, Boissevain, mile 69.97 Napinka Subd.	8,240.00
110204—Jan. 24/63	2 Flashers and bell	CPR	Mountain Ave., Winnipeg, mile 1.1 Winnipeg Beach Subd.	9,760.00
110598—Mar. 4/63	2 Flashers and bell	CNR	Highway No. 12, near Beaconia, mile 1.1 Pine Falls Subd.	7,520.00
110769—Mar. 22/63	2 Flashers and bell	CPR	Plinguet St., St. Boniface, mile 0.74 Emerson Subd.	12,400.00
110839—Mar. 27/63	2 Flashers and bell	CNR	Justice, mile 115.16 Harte Subd.	9,920.00
111174—May 9/63	2 Flashers and bell	CPR	King St., Virden, mile 47.5 Broadview Subd.	12,400.00
111349—May 30/63	2 Flashers and bell	CNR	Morden-Sprague Highway, Letellier, mile 53.14 Letellier Subd.	9,360.00
112012—Aug. 29/63	2 Flashers and bell	CNR	Dawson Road, St. Boniface, mile 0.32 Old Beach Line off mile 151.03 Sprague Subd.	8,640.00
112306—Oct. 4/63	2 Flashers and bell	CNR	Notre Dame Ave., St. James, mile 4.84 Oak Point Subd.	9,520.00
112527—Nov. 1/63	2 Flashers and bell	CPR	Lyons St., Virden, mile 47.06 Broadview Subd.	13,360.00
112915—Dec. 24/63	2 Flashers and bell	CNR	Highway No. 10, Mafeking, mile 40.88 Erwood Subd.	7,920.00

Installation of short arm gates, flashers and bell at unprotected crossings

111096—Apr. 30/63	2 Gates, 2 flashers and bell	CPR	Airport Road, Carberry, mile 105.37 Carberry Subd.	16,180.00
			Adjustments made to cover increased grants for projects approved prior to 1963.	455.06
			Total	$125,675.06

STATEMENT 7—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
		PROVINCE OF ONTARIO		
Installations of flashers and bell at unprotected crossings				
110159—Jan. 21/63	2 Flashers and bell	NYC	Highway No. 98, mile 1.11 Leamington Subd.	7,616.00
110358—Feb. 7/63	2 Flashers and bell	CNR	Thames Road, (Hwy. No. 83), Exeter, mile 27.67 Exeter Subd.	5,480.00
110360—Feb. 7/63	2 Flashers and bell	CPR	Highway No. 537, Wanup, mile 113.4 Parry Sound Subd.	8,320.00
110362—Feb. 7/63	2 Flashers and bell	CPR	Highway No. 19 (formerly Highway 100) near Lakeside, mile 18.62 St. Mary's Subd.	7,920.00
110366—Feb. 7/63	2 Flashers and bell	CPR	Highway No. 553, Massey, mile 10.42 Thessalon Subd.	9,120.00
110367—Feb. 7/63	4 Flashers and bell	CNR	Edinburgh Road, Guelph, mile 30.75 Fergus Subd.	10,800.00
110392—Feb. 11/63	2 Flashers and bell	CNR	Suffolk St., Guelph, mile 30.63 Fergus Subd.	6,752.00
110515—Feb. 22/63	2 Flashers and bell	CNR	Highway No. 33, near Trenton, mile 27.79 Picton Subd.	8,640.00
110557—Feb. 27/63	2 Flashers and bell	CNR	Empire Road, (Sherks) Twp. Humberstone, mile 13.24 Dunnville Subd.	6,560.00
110605—Mar. 4/63	2 Flashers and bell	CPR	Highway No. 34, Glen Gordon, mile 12.81 Cornwall Subd.	7,760.00
110634—Mar. 6/63	2 Flashers and bell	CNR	Highway No. 97, Bright, mile 14.24 Drumbo Subd.	8,704.00
110760—Mar. 22/63	2 Flashers and bell	CPR	County Road No. 18, Twp. North Dumfries, mile 62.80 Galt Subd.	8,160.00
110777—Mar. 22/63	2 Flashers and bell	CNR	County Road No. 2, West of Carlsbad Springs, mile 67.98 (formerly 125.0) Alexandria Subd.	13,600.00
110785—Mar. 25/63	2 Flashers and bell	CPR	Kelly Lake Road, Sudbury, mile 2.65 Webbwood Subd.	9,840.00
110828—Mar. 27/63	2 Flashers and bell	CNR	Highway No. 69, (County Rd. No. 21), South of Washago, mile 88.34 Bala Subd.	8,664.00
110829—Mar. 27/63	2 Flashers and bell	CPR	10th Con. Road, near Eady, mile 86.8 MacTier Subd.	10,000.00
110838—Mar. 27/63	2 Flashers and bell	CNR	Development Road No. 588, (County Rd. No. 1) County of Hastings, mile 8.13 Campbellford Subd.	10,880.00
110943—Apr. 10/63	2 Flashers and bell	CNR	Lot 15, Cons. 10 and 11, Twp. Bayham, mile 97.67 Cayuga Subd.	5,680.00
111049—Apr. 25/63	2 Flashers and bell	CNR	County Road No. 18, Twp. of Mara, mile 78.47 Bala Subd.	8,496.00
111106—May 1/63	2 Flashers and bell	CNR	Woodroffe Ave., Twp. of Nepean, Carleton County, mile 3.28 Smiths Falls Subd.	9,520.00
111284—May 17/63	2 Flashers and bell	CPR	County Road No. 7, Manotick, mile 12.30 Prescott Subd.	9,920.00
111260—May 21/63	2 Flashers and bell	CPR	Gordon St., Bala, mile 114.85 MacTier Subd.	8,720.00
111261—May 21/63	2 Flashers and bell	CNR	Greenbank Road, near Bells Corners, mile 10.05 Beachburg Subd.	11,200.00
111396—June 6/63	2 Flashers and bell	CNR	County Road No. 5, (Main St.), Limoges, mile 55.71 Alexandria Subd.	13,520.00
111445—June 12/63	2 Flashers and bell	CNR	Carrville Road, near Richmond Hill, mile 19.46 Bala Subd.	6,800.00

111459—June 13/63	2 Flashers and bell	CNR	Oriole Drive, South of Bradford, mile 39.33 Newmarket Subd.	9,832.00
111472—June 14/63	2 Flashers and bell	CPR	County Road No. 1, Newbury, mile 37.24 Windsor Subd...	8,900.00
111528—June 20/63	2 Flashers and bell	CNR	Delamere Ave., Stratford, mile 1.41 Newton Subd.....	6,984.00
112130—Sept. 16/63	2 Flashers and bell	CPR	Twp. East Nissouri and West Nissouri, mile 103.07 Galt Subd.	8,480.00
112478—Oct. 28/63	2 Flashers and bell	CPR	County Road No. 11, Osgoode, mile 20.23 Prescott Subd...	10,500.00
112526—Nov. 1/63	2 Flashers and bell	CNR	County Road No. 20, County of Carleton, mile 33.32 Beachburg Subd.	8,472.00
112612—Nov. 13/63	2 Flashers and bell	CNR	Pettit Road, Fort Erie, mile 3.69 Cayuga Subd.....	5,984.00
112646—Nov. 19/63	4 Flashers and 2 bells	CNR	Lakeshore Blvd., Toronto, mile 2.53 Ashbridge Bay Spur Oakville Subd.	5,072.00
112687—Nov. 22/63	2 Flashers and bell	CNR	Sunset Drive, Fort Erie, mile 4.31 Cayuga Subd.....	6,144.00
112690—Nov. 22/63	2 Flashers and bell	CNR	County Road No. 21, Beachburg, mile 72.72 Beachburg Subd.	10,400.00
112790—Dec. 9/63	2 Flashers and bell	CPR	9th Line Road, Twp. of Markham, mile 83.23 Peterboro Subd.	8,240.00
112791—Dec. 9/63	2 Flashers and bell	CNR	Highway No. 85, near St. Jacobs, mile 5.83 Waterloo Subd.	7,440.00
112809—Dec. 10/63	2 Flashers and bell	CPR	Elizabeth St., Sault Ste. Marie, mile 130.13 Thessalon Subd.	9,040.00
112810—Dec. 10/63	2 Flashers and bell	CPR	Black Road, Sault Ste Marie, mile 129.26 Thessalon Subd..	9,700.00
112831—Dec. 13/63	2 Flashers and bell	CPR	Lake St., Sault Ste Marie, mile 129.71 Thessalon Subd.....	10,960.00
112870—Dec. 20/63	2 Flashers and bell	CPR	14th Ave., West of Locust Hill, mile 82.02 Peterboro Subd..	9,460.00
112894—Dec. 23/63	2 Flashers and bell	CNR	Auger St., Sudbury, mile 2.0 Sudbury Terminals Subd.....	6,320.00
112896—Dec. 23/63	2 Flashers and bell	CPR	Queen St. West, Sault Ste Marie, mile 133.06 Thessalon Subd.	11,040.00
112897—Dec. 23/63	2 Flashers and bell	CPR	Cathcart St., Sault Ste Marie, mile 132.86 Thessalon Subd.	11,280.00
112908—Dec. 24/63	2 Flashers and bell	CPR	Forced Rd. Crossing, Pembroke, mile 94.88 Chalk River Subd.	10,000.00
112934—Dec. 30/63	2 Flashers and bell	CPR	Highway No. 43, near Kemptville, mile 28.18 Prescott Subd.	10,400.00
112936—Dec. 30/63	2 Flashers and bell	CPR	Highway No. 87, Twp. Howick, mile 54.51 Teeswater Subd.	12,400.00
Installation of flashers and bell in lieu of existing protections				
109988—Jan. 2/63	2 Flashers and bell in lieu of wigwag and bell....	CPR	Highway No. 4 (Queen St.), Blyth, mile 95.28 Goderich Subd.	6,800.00
110153—Jan. 18/63	2 Flashers and bell in lieu of wigwag and bell....	C&O	Lansdowne Ave., Kingsville, mile 30.51 No. 1 Subd.....	6,663.00
110278—Jan. 30/63	2 Flashers and bell in lieu of 2 wigwags and 2 bells	C&O	Highway No. 18, West of Kingsville, mile 29.17 Subd. No. 1	4,762.00
110405—Feb. 11/63	2 Flashers and bell in lieu of wigwag and bell....	CPR	Garafraxa St., (Hwy. No. 6), Durham, mile 16.37 Walkerton Subd.	8,080.00
110494—Feb. 20/63	2 Flashers and bell in lieu of 1 flasher and bell...	CNR	Highway No. 17, Carp, mile 8.8 Renfrew Subd.....	6,880.00
111197—May 10/63	2 Flashers and bell in lieu of 2 wigwags and bell.	CPR	Lansdowne Ave., Peterborough, mile 25.64 Peterboro Subd.	9,472.00
111526—June 20/63	2 Flashers and bell in lieu of 2 wigwags and bell.	NYC	County Road No. 15, Twp. of Crowland, mile N.F. 8.35 Main Line Subd.	2,400.00
112192—Sept. 23/63	2 Flashers and bell in lieu of wigwag and bell....	CPR	McDonnell St., Guelph, mile 31.28 Goderich Subd.....	19,300.00
	2 Flashers and bell in lieu of bell and danger sign.	CPR	Duke St., Guelph, mile 31.09 Goderich Subd.....	
	2 Flashers and bell in lieu of wigwag and bell....	CPR	Arthur St., Guelph, mile 31.13 Goderich Subd.....	
112332—Oct. 7/63	2 Flashers and bell in lieu of 2 wigwags and bell.	C&O	Highway No. 18, Twp. of Gosfield South, mile 31.3 Subd. No. 1.	5,720.00
112612—Nov. 13/63	2 Flashers and bell in lieu of wigwags and bells..	NYC	Pettit Road, Fort Erie, mile 2.72 Fort Erie Subd.....	7,512.00
112937—Dec. 30/63	2 Flashers and bell in lieu of Electric Bell.....	CPR	John St., Pontypool, mile 45.33 Peterboro Subd.....	8,200.00

STATEMENT 7—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
		PROVINCE OF ONTARIO—*Continued*		
Installation of short arm gates, flashers and bell at unprotected crossings				
110116—Jan. 17/63	2 Gates 2 flashers and bell	CNR	Powerline Road, Twp. of Brantford, mile 27.14 Dundas Subd.	23,920.00
110177—Jan. 22/63	2 Gates 2 flashers and bell	CNR	McNeilly Road, East of Hamilton, mile 33.22 Grimsby Subd.	12,432.00
110279—Jan. 25/63	2 Gates 2 flashers and bell	CPR	Tapscott Road, Twp. Scarborough, mile 85.2 Peterboro Subd.	18,400.00
110364—Feb. 7/63	2 Gates 2 flashers and bell	CNR	2nd Line East, Twp. of Chinguacousy, mile 19.20 Brampton Subd.	9,216.00
110379—Feb. 8/63	2 Gates 2 flashers and 2 bells	CNR	William St., London, mile 77.36 Dundas Subd.	For commitment see Order No. 110379 under improvements to protection
	2 Gates 2 flashers and 2 bells	CNR	Maitland St., London, mile 77.51 Dundas Subd.	
110449—Feb. 18/63	2 Gates 2 flashers and bell	CPR	Ontario St., Streetsville, mile 21.2 Galt Subd.	42,676.00
110472—Feb. 20/63	2 Gates 2 flashers and bell	CPR	Base Line Road, West of Milton, mile 33.47 Galt Subd.	22,400.00
110474—Feb. 20/63	2 Gates 2 flashers and bell	CPR	Highway No. 544, near Windy Lake Park, mile 105.21 Cartier Subd.	18,880.00
110517—Feb. 22/63	2 Gates 2 flashers and bell	CNR	East Moira St., Belleville, mile 221.15 Oshawa Subd.	42,856.00
110061—Jan. 11/63	2 Gates 2 flashers and bell	CNR	King Road, Burlington, mile 33.31 Oakville Subd. (See also entry under installation of short arm gates in lieu of or in addition to existing protections.)	34,696.00
110539—Feb. 25/63	2 Gates 2 flashers and bell	CNR	County Road No. 27, (Summerstown Road), County of Glengarry, mile 59.52 Cornwall Subd.	16,960.00
110629—Mar. 6/63	2 Gates 2 flashers and bell	CNR	Beachgrove Drive, Port Union, mile 318.88 Oshawa Subd.	18,500.00
110946—Apr. 10/63	2 Gates 2 flashers and bell with 2 additional lights on each signal.	CNR	15th St., Jordan, mile 16.65 Grimsby Subd. (See also entry under installation of short arm gates, flashers and bell in lieu of existing protections.)	38,800.00
111023—Apr. 23/63	2 Gates 2 Flashers and bell		Walker's Line Road, Burlington, mile 2.65 Milton Subd.	10,240.00
111225—May 15/63	2 Gates 2 flashers and bell	CNR	County Road No. 40, (Counter St.,) Kingston, mile 175.9 Gananoque Subd.	24,880.00
111508—June 19/63	2 Gates 2 flashers and bell	CNR	Gray's Road, Hamilton, mile 36.97 Grimsby Subd.	16,160.00
111525—June 20/63	2 Gates 2 flashers and bell	CPR	Bet. Lots 22 and 23, Con. 5, East of Dryden, mile 60.9 Ignace Subd.	18,040.00
112350—Oct. 8/63	2 Gates 2 flashers and bell	CNR	Northern Ave., Fort William, mile 3.18 Kashabowie Subd.	14,320.00
112769—Dec. 4/63	2 Gates 2 flashers and bell	CNR	Victoria St., Whitby, mile 304.59 Oshawa Subd.	27,810.00

Installation of short arm gates in lieu of or in addition to existing protections				
110083—Jan. 14/63	1 Gate 1 flasher 1 bell in lieu of 2 wigwags 2 bells.	NYC	County Road 15, Dutton, mile 133.75 Main Line Subd.....	20,037.00
110083—Jan. 14/63	1 Gate 1 flasher 1 bell in lieu of 2 wigwags 2 bells.	C&O	County Road 15, Dutton, mile 109.10 Subd. No. 1.....	10,996.00
110517—Feb. 22/63	2 Gates in addition to existing and revise circuits	CNR	Geddes St., Belleville, mile 221.34 Oshawa Subd.....	For commitment see Order 110517 under installation of short arm gates flashers and bell at unprotected crossings
110762—Mar. 22/63	2 Gates in addition to 2 flashers and 1 bell.....	CPR	Wicksteed Ave., Leaside, mile 102.96 Oshawa Subd.....	10,400.00
110946—Apr. 10/63	2 Gates 2 flashers 1 bell in lieu of 2 flashers and bell	CNR	County Road No. 20 (Lake Street), Jordan, mile 17.19 Grimsby Subd.	For commitment see Order No. 110946 under installation of short arm gates, flashers and bell at unprotected crossings
111170—May 7/63	1 Gate 1 flasher 1 bell in lieu of 2 wigwags and bells	NYC	County Road No. 2, County of Elgin, mile N.F. 139.81 Main Line Subd.	16,852.00
111170—May 7/63	1 Gate 1 flasher 1 bell in lieu of 2 wigwags and 1 bell	C&O	County Road No. 2, County of Elgin, mile 102.95 No. 1 Subd.	10,028.00
112674—Nov. 20/63	2 Gates in addition to existing protection.....	CNR	Arthur St. (Hwy. No. 17), Fort William mile 4.28 Kashabowie Subd.	6,240.00
112884—Dec. 23/63	1 Gate 1 flasher 1 bell in lieu of 2 wigwags and 2 bells.	GRR	Highway No. 24, near Galt, mile 1.55 Waterloo Subd.....	16,900.00
112884—Dec. 23/63	1 Gate 1 flasher 1 bell in lieu of 2 wigwags and 2 bells.	CNR	Highway No. 24, near Galt, mile 16.84 Fergus Subd.....	10,584.00
112914—Dec. 24/63	2 Gates 2 flashers 1 bell in lieu of 2 wigwags and 2 bells.	NYC	Town Line Road, County of Elgin, mile 148.93 Main Line Subd.	18,160.00
112914—Dec. 24/63	1 Gate 2 flashers 1 bell in lieu of 2 wigwags and 2 bells.	C&O	Town Line Road, County of Elgin, mile 93.8 No. 1 Subd...	12,136.00
112924—Dec. 27/63	2 Gates 2 flashers 1 bell in lieu of 2 wigwags and bell.	NYC	County Road No. 4, County of Elgin, mile 147.32 Main Line Subd.	18,116.00
112924—Dec. 27/63	1 Gate 2 flashers 1 bell in lieu of 2 wigwags and bell.	C&O	County Road No. 4, County of Elgin, mile 95.5 No. 1 Subd.	12,212.00
Improvements to existing protections				
110082—Jan. 14/63	Improvements to protection.....	CNR	Ontario St., Grimsby, mile 27.42 Grimsby Subd.....	11,328.00
110161—Jan. 21/63	Traffic lights in lieu of 4 flashers and 2 bells.....	CNR GRR	Beverly St. and Dundas St., Galt, mile 15.85 Fergus Subd. (CNR) and mile 0.51 Waterloo Subd. (GRR)	3,328.00
110161—Jan. 21/63	Preempting circuits.....	CNR GRR	Beverly St. and Dundas St., Galt, mile 15.85 Fergus Subd. (CNR) and mile 0.51 Waterloo Subd. (GRR)	280.00
110273—Jan. 30/63	Changes to circuits.....	CNR	Pefferlaw, mile 55.56 Bala Subd.....	1,224.00
110298—Feb. 1/63	Revision to circuits.....	CNR	Gormley, mile 26.0 Bala Subd.....	1,248.00
110359—Feb. 7/63	Improve lighting.....	CNR	Highway No. 12, North of Brechin, mile 74.4 Bala Subd...	904.00

STATEMENT 7—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
		PROVINCE OF ONTARIO—*Concluded*		
110379—Feb. 8/63	2 Gates 2 flashers 2 bells in lieu of 4 manual gates.	CNR	Colborne St., London, mile 77.66 Dundas Subd.	55,200.00
	2 Gates 2 flashers 2 bells in lieu of 4 manual gates.	CNR	Burwell St., London, mile 77.59 Dundas Subd. (See also entry under installation of short arm gates, flashers and bell at unprotected crossings.)	
110830—Mar. 27/63	Improvement to protection	CNR	Highway No. 12, Gamebridge East, mile 68.92 Bala Subd.	1,360.00
110929—Apr. 9/63	1 Flasher in addition to existing flasher and bell.	CNR	Main St., Seaforth, mile 24.76 Goderich Subd.	5,792.00
111532 June 21/63	Improvements to existing protection	CNR	Church St., Carp, mile 8.44 Renfrew Subd.	7,360.00
111788—July 26/63	Improvements to protection	CNR	Highway No. 7, Langstaff, mile 18.15 Bala Subd.	1,140.00
112017—Aug. 30/63	Improvements to protection	CNR	Highway No. 7, Unionville, mile 50.01 Uxbridge Subd.	1,896.00
112118—Sept. 16/63	Improvements to protection	CNR	York Mills Road, Oriole, mile 11.20 Bala Subd.	1,232.00
112304—Oct. 4/63	Improvements to protection	CNR	Donegal St., Peterborough, mile 64.13 Campbellford Subd.	5,840.00
112311 Oct. 4/63	2 Flashers 1 bell in lieu of 1 flasher	CNR	Argyle St., Peterborough, mile 14.43 Lakefield Subd.	6,240.00
112320—Oct. 4/63	Improvements to protection	CNR	Danforth Road, Scarborough, mile 60.18 Uxbridge Subd.	2,688.00
112647—Nov. 19/63	Improvements to protection	CNR	Highway No. 2, (Water St.), Burlington, mile 6.19 Beach Subd.	4,960.00
112647—Nov. 19/63	Improvements to protection	CNR	Highway No. 2, (Water St.), Burlington, mile 6.19 Beach Subd.	4,240.00
112890—Dec. 23/63	Improvements to protection	CNR	Garson Road, Sudbury, mile 1.30 Sudbury Terminal Subd.	600.00
112927—Dec. 27/63	Improvements to protection	CNR	Utterson, mile 23.24 Huntsville Subd.	1,328.00
			Adjustments made to cover increased grants for projects approved prior to 1963.	31,146.67
			Total	$1,228,690.67
		PROVINCE OF QUEBEC		
Installation of flashers and bell at unprotected crossings				
110073—Jan. 14/63	2 Flashers and bell	CPR	Highway No. 2, Berthierville, mile 1.60 Berthierville Subd.	7,740.00
110080—Jan. 14/63	2 Flashers and bell	CNR	Chemin de front Ste-Anne, St. Cajetan d'Armagh, mile 42.42 Armagh Subd.	10,720.00
110085—Jan. 14/63	2 Flashers and bell	CNR	7th Range Road, St. Neree, mile 50.85 Armagh Subd.	12,000.00
110274—Jan. 30/63	2 Flashers and bell	CNR	Paul Lemay Road, Parish of St-Angele, mile 71.38 Joliette Subd.	11,920.00
110287—Jan. 31/63	2 Flashers and bell	CPR	Montee Cabana, near St. Jovite, mile 63.28 Ste. Agathe Subd.	7,520.00
110299—Feb. 1/63	2 Flashers and bell	QCR	Vimy Ridge Road, St. Joseph de Coleraine, mile 57.76 Quebec Subd.	10,288.00

110300—Feb. 1/63	2 Flashers and bell	CPR	Old Highway No. 2, Parish of St. Antoine de Riviere du Loup, mile 59.5 Trois Rivieres Subd.	9,560.00
110302—Feb. 1/63	2 Flashers and bell	CPR	Chicane Road, Parish of Ste. Anne d'Yamachiche, mile 66.44 Trois Rivieres Subd.	8,160.00
110320—Feb. 5/63	2 Flashers and bell	CPR	Grande Riviere Road, Parish of Ste. Anne d'Yamachiche, mile 68.91 Trois Rivieres Subd.	8,240.00
110324—Feb. 5/63	2 Flashers and bell	QCR	St. Janvier St., Weedon Centre, mile 36.87 Quebec Subd...	9,772.00
110403—Feb. 11/63	2 Flashers and bell	CNR	Crete de Coq Road, Parish of St. Ursule, mile 75.34 Grand'Mere Subd.	8,480.00
110439—Feb. 18/63	2 Flashers and bell	CNR	Bryson-Portage du Fort Road, Twp. of Litchfield, mile 59.28 Beachburg Subd.	7,480.00
110440—Feb. 18/63	2 Flashers and bell	QCR	Main St., Bishopton, mile 26.24 Quebec Subd.....	9,680.00
110448—Feb. 18/63	2 Flashers and bell	CNR	Ranges 1 and 2 Road, Rochebaucourt, mile 11.82 Kiask Falls Subd.	10,000.00
110450—Feb. 18/63	2 Flashers and bell	CNR	St. Felicien-Chibougamau Road, Obalski, mile 130.26 Cran Subd.	11,200.00
110471—Feb. 19/63	2 Flashers and bell	CNR	St. Philomene-Villeroy Road, Villeroy, mile 46.35 Drummondville Subd.	14,320.00
110475—Feb. 20/63	2 Flashers and bell	CNR	Regina St., St. Anne de Beaupre, mile 20.52 Murray Bay Subd.	12,080.00
110478—Feb. 20/63	2 Flashers and bell	CNR	St. Georges Range, St. Liboire, mile 120.38 Drummondville Subd.	10,800.00
110484—Feb. 20/63	2 Flashers and bell	CNR	Tiffin Road, St. Lambert, mile 0.97 Sorel Subd.....	10,720.00
110495—Feb. 20/63	2 Flashers and bell	CNR	Lebrun Ave., Montreal, mile 5.94 Longue Pointe Subd.....	13,600.00
110505—Feb. 21/63	2 Flashers and bell	CNR	Ranges 16 and 17 East Road, Parish of Villeroy, mile 46.07 Drummondville Subd.	11,520.00
110513—Feb. 22/63	2 Flashers and bell	CNR	St. Edouard North-West Range Road, Parish of St. Liboire, mile 118.9 Drummondville Subd.	11,680.00
110514—Feb. 22/63	2 Flashers and bell	CNR	Ranges 3 and 4 Road, Parish of Lemieux, mile 60.80 Drummondville Subd.	15,600.00
110524—Feb. 22/63	2 Flashers and bell	CNR	3rd Range Road, St. Janvier de Joly, mile 33.63 Drummondville Subd.	10,320.00
110531—Feb. 25/63	2 Flashers and bell	CNR	Lamaque-Brodeur Range Road, Parish of St. Nazaire d'Acton, mile 110.96 Drummondville Subd.	11,280.00
110590—Mar. 4/63	2 Flashers and bell	CNR	Station Road, St. Anne de la Pocatiere, mile 41.29 Montmagny Subd.	17,040.00
110591—Mar. 4/63	2 Flashers and bell	CPR	Highway No. 32, Actonvale, mile 41.67 Drummondville Subd.	11,888.00
110595—Mar. 4/63	2 Flashers and bell	CPR	Rioux Quarry Road (Church St.), Cowansville, mile 7.78 Newport Subd.	7,440.00
110652—Mar. 11/63	2 Flashers and bell	CNR	Causapscal, mile 47.02 Matapedia Subd.....	11,640.00
110723—Mar. 18/63	2 Flashers and bell	CPR	Highway No. 20, Parish of St. Simon, mile 33.04 St. Guillaume Subd.	8,800.00
110724—Mar. 18/63	2 Flashers and bell	CNR	Highway No. 15A, Riviere-Malbaie, mile 90.17 Murray Bay Subd.	7,200.00
110726—Mar. 18/63	2 Flashers and bell	CNR	Calixa-Lavallee Road, Vercheres, mile 21.25 Sorel Subd....	14,320.00
110763—Mar. 22/63	2 Flashers and bell	CNR	Chibougamau-St. Felicien Road, near Grenon, mile 109.03 Cran Subd.	8,720.00
110783—Mar. 25/63	2 Flashers and bell	CNR	Ormiere Road, Parish of St. Justin, mile 78.06 Grand'Mere Subd.	10,160.00
110862—Mar. 28/63	2 Flashers and bell	CNR	Main Road, Lyster, mile 27.72 Danville Subd.....	10,480.00

STATEMENT 7—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
		PROVINCE OF QUEBEC—*Concluded*		
110866—Mar. 29/63	2 Flashers and bell	CNR	Leduc Blvd., Riviere des Prairies, mile 2.58 Marien Ave. Spur, Montreal Area.	8,000.00
110944—Apr. 10/63	2 Flashers and bell	CNR	First St., St. Romuald d'Etchemin, mile 5.41 St. Romuald Subd.	10,880.00
111198—May 10/63	2 Flashers and bell	CPR	Chicot River South Road, Parish of St. Cuthbert, mile 47.23 Trois Rivieres Subd.	8,340.00
111215—May 13/63	2 Flashers and bell	CNR	Craig's Road (Old Hwy. No. 5), Danville, mile 76.63 Danville Subd.	8,480.00
111406—June 7/63	2 Flashers and bell	CNR	Wharf Road, St. Joseph de la Rive, mile 66.82 Murray Bay Subd.	9,040.00
111774—July 24/63	2 Flashers and bell	CNR	Champneuf-Despinassy Road, Rochebaucourt, mile 14.57 Kiask Falls Subd.	8,480.00
112229—Sept. 25/63	2 Flashers and bell	CPR	Lafleur Avenue, LaSalle, mile 0.42 LaSalle Loop Line	8,560.00
112579—Nov. 8/63	2 Flashers and bell	CPR	Adamsville Road, Brigham, mile 1.05 Newport Subd	8,900.00
112891—Dec. 23/63	2 Flashers and bell	CNR	T. Crete Road, St. Severin, mile 11.97 St. Stanislas Subd.	9,600.00
112941—Dec. 30/63	2 Flashers and bell	CNR	8th Range Road, St. Eleuthere, mile 59.47 Monk Subd.	10,960.00
Installation of flashers and bell in lieu of existing protections				
110150—Jan. 18/63	2 Flashers and bell in lieu of wigwag and bell	CNR	Cathedrale Ave., Rimouski, mile 18.17 Rimouski Subd.	12,400.00
110157—Jan. 21/63	2 Flashers and bell in lieu of wigwag and bell	CNR	Rouleau St., Rimouski, mile 18.53 Rimouski Subd.	11,200.00
Installation of short arm gates, flashers and bell at unprotected crossings				
110363—Feb. 7/63	2 Gates 2 flashers and bell	CNR	Lavoie Road, Mont St. Hilaire, mile 52.22 St. Hyacinthe Subd.	22,960.00
110612—Mar. 4/63	2 Gates 2 flashers and bell	CNR	St. Fereol Range, Les Cedres, mile 29.2 Cornwall Subd.	22,480.00
Improvements to existing protections				
110596—Mar. 4/63	2 Gates 2 flashers and bell in lieu of manual gates.	CPR	Main St., Dorion, mile 19.13 Winchester Subd.	30,117.00
110996—Apr. 18/63	2 Gates 2 flashers and 2 bells in lieu of 4 manual gates and bell	CNR	Laurier St., Levis, mile 114.78 Montmagny Subd.	22,780.00
111012—Apr. 22/63	Improvements to existing protection	CNR	St. Jean Baptiste St., Jonquiere, mile 105.07 Jonquiere Subd	13,440.00
	Improvements to existing protection	CNR	St. Dominique St., Jonquiere, mile 105.36 Jonquiere Subd.	
111088—Apr. 29/63	2 Gates 2 flashers and bell in lieu of manual gates and bell.	CNR	Vinet St., Montreal, mile 0.94 Montreal Subd.	8,480.00
111216—May 13/63	Improvements to existing protection	CNR	(Prouty's Crossing), Old Highway No. 5, near Waterville, mile 39.19 Sherbrooke Subd.	5,600.00
111407—June 7/63	Modernize circuits of existing protection	CNR	Massawippi Road East, Lennoxville, mile 43.30 Sherbrooke Subd.	5,520.00

112693—Nov. 22/63	2 Flashers in addition to existing protection.....	CPR	Tache Blvd. (Aylmer Road), Hull, mile 90.4 M. and O. Subd. mile 0.2 Waltham Subd.	5,700.00
			Adjustments made to cover increased grants for projects approved prior to 1963.	11,873.39
			Total.....	$636,158.39

PROVINCE OF NEW BRUNSWICK

Installation of flashers and bell at unprotected crossings

110081—Jan. 14/63	2 Flashers and bell.....	CPR	Carroll Ridge Road, (Woodstock Road), Canterbury, mile 21.93 Shogomoc Subd.	8,040.00
111482—June 14/63	2 Flashers and bell.....	CNR	Hampton, mile 65.06 Sussex Subd.....	11,600.00
112231—Sept. 25/63	2 Flashers and bell.....	CNR	Boom House Road, Atholville, mile 3.12 Matapedia Subd..	10,720.00
112608—Nov. 13/63	2 Flashers and bell.....	CNR	Coburg Road, near Cobourg, mile 16.87 Tormentine Subd..	10,400.00
112640—Nov. 18/63	2 Flashers and bell.....	CNR	Harley Road, Red Bank, mile 43.59 Napadogan Subd.....	10,160.00

Installation of flashers and bell in lieu of existing protections

110047—Jan. 11/63	2 Flashers and bell in lieu of 2 wigwags and bell.	CPR	Pamdenac, mile 10.70 St. John Subd.....	4,168.00
110743—Mar. 20/63	2 Flashers and bell in lieu of wigwag and bell....	CNR	Pettinghill Road, Ritchie Lake, mile 75.83 Sussex Subd...	8,160.00
111464—June 13/63	2 Flashers and bell in lieu of manual gates wigwag and bell.	CNR	Main St., Sussex, mile 43.15 Sussex Subd.....	15,520.00
111482—June 14/63	3 Flashers and bell in lieu of wigwags and bell...	CNR	Highway No. 2, Hampton, mile 64.97 Sussex Subd.....	12,800.00
112650—Nov. 19/63	2 Flashers and bell in lieu of 2 wigwags and bell..	CNR	Highway No. 11, Charlo, mile 88.32 Bathurst Subd.....	11,120.00
112651—Nov. 19/63	2 Flashers and bell in lieu of 2 wigwags and bell..	CNR	Highway No. 11, Jacquet River, mile 72.12 Bathurst Subd.	10,000.00
			Total.....	$112,688.00

PROVINCE OF NOVA SCOTIA

Installation of flashers and bell at unprotected crossings,

110084—Jan. 14/63	2 Flashers and bell.....	DAR	Clairmont Road, Kingston East, mile 20.67 Kentville Subd.	9,360.00
110160—Jan. 21/63	2 Flashers and bell.....	CNR	Highway No. 10, Cookville, mile 1.83 Middleton Subd.....	9,600.00
110263—Jan. 29/63	2 Flashers and bell.....	CNR	Havre Boucher, mile 115.78 Hopewell Subd.....	10,640.00
110365—Feb. 7/63	2 Flashers and bell.....	CNR	Cornwall Road, Blockhouse, mile 68.30 Chester Subd.....	11,680.00
110371—Feb. 7/63	2 Flashers and bell.....	CNR	Back Road, Colchester County, mile 43.73 Bedford Subd..	9,600.00
110441—Feb. 18/63	2 Flashers and bell.....	CNR	Highway No. 10, Cookville, mile 3.63 Middleton Subd.....	9,600.00
110559—Feb. 26/63	2 Flashers and bell.....	CNR	High St., New Glasgow, mile 44.09 Hopewell Subd.....	12,440.00
110861—Mar. 28/63	2 Flashers and bell.....	DAR	Hectanooga Road, Hectanooga, mile 66.47 Yarmouth Subd.	9,600.00
111098—Apr. 30/63	2 Flashers and bell.....	CNR	Wolfe St., Liverpool, mile 0.89 Yarmouth Subd.....	10,320.00
111258—May 21/63	2 Flashers and bell.....	CNR	Conquerall, mile 86.40 Chester Subd.....	9,120.00
111533—June 21/63	2 Flashers and bell.....	DAR	Ellershouse Road, Hartville, mile 24.59 Halifax Subd.....	7,200.00
112892—Dec. 23/63	2 Flashers and bell.....	CNR	Brook St., North Sydney, mile 99.22 Sydney Subd.....	11,200.00
112949—Dec. 31/63	2 Flashers and bell.....	CNR	Fork Road, Belleville, mile 123.64 Yarmouth Subd.....	8,400.00
112952—Dec. 31/63	2 Flashers and bell.....	CNR	Highway No. 30, Barrington Passage, mile 87.27 Yarmouth Subd.	10,080.00
112954—Dec. 31/63	2 Flashers and bell.....	CNR	Morrison Road, Inverness County, mile 22.52 Sydney Subd.	8,608.00
112958—Dec. 31/63	2 Flashers and bell.....	DAR	Woodville Road, Coldbrook, mile 5.22 Kentville Subd.....	8,720.00

Installation of flashers and bell in lieu of existing protections

110079—Jan. 14/63	3 Flashers and bell in lieu of wigwag and bell....	CNR	Highway No. 3, Timberlea, mile 7.34 Chester Subd.....	9,600.00
112951—Dec. 31/63	2 Flashers and bell in lieu of wigwag and bell....	CNR	Bayfield Road, Bayfield, mile 98.76 Hopewell Subd.....	8,192.00

STATEMENT 7—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION AT THE FOLLOWING LOCATIONS AND COMMITMENTS MADE FROM THE RAILWAY GRADE CROSSING FUND (Concluded)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
			PROVINCE OF NOVA SCOTIA—*Concluded*	
Improvements to existing protections				
110978—Apr. 18/63	2 Gates 2 flashers and bell in lieu of 4 manual gates	CNR	Victoria St., Amherst, mile 76.95 Springhill Subd.	28,240.00
			Adjustments made to cover increased grants for projects approved prior to 1963	1,726.09
			Total	$203,926.09
			PROVINCE OF PRINCE EDWARD ISLAND	
Installation of flashers and bell at unprotected crossings				
111086—Apr. 29/63	2 Flashers and bell	CNR	Woodleigh Drive, Kensington, mile 38.86 Kensington Subd.	28,800.00
	2 Flashers and bell	CNR	Victoria St., (Morgate Road), Kensington, mile 38.80 Kensington Subd. (See also entry under installation of flashers and bell in lieu of existing protections.)	
111939—Aug. 16/63	4 Flashers and 2 bells	CNR	Water St., Summerside, mile 47.26 Kensington Subd.	15,040.00
Installation of flashers and bell in lieu of existing protections				
111086—Apr. 29/63	2 Flashers and bell in lieu of bell	CNR	Malpeque Road, Kensington, mile 39.00 Kensington Subd.	For commitment see Order No. 111086 under installation of flashers and bell at unprotected crossings.
			Adjustments made to cover increased grants for projects approved prior to 1963	2,764.29
			Total	$46,604.29
			PROVINCE OF NEWFOUNDLAND	
Installation of flashers and bell at unprotected crossings				
112518—Oct. 31/63	2 Flashers and bell	GFC	Lincoln Road, Grand Falls, mile 0.5 Windsor Subd.	10,080.00
			Total	$10,080.00
			GRAND TOTAL	$2,823,179.31

STATEMENT 8—INSTALLATIONS OF AUTOMATIC PROTECTIONS APPROVED IN 1963 FOR WHICH COMMITMENTS COULD NOT BE MADE FROM THE RAILWAY GRADE CROSSING FUND IN ACCORDANCE WITH SECTION 265 OF THE RAILWAY ACT

Order No. and Date	Type of Protection	Railway	Location
	PROVINCE OF BRITISH COLUMBIA		
112804—Dec. 10/63	2 Flashers and Bell	C.P.R.	Private Crossing near Beavermouth, mile 64.3 Mountain Sd.
	PROVINCE OF ALBERTA		
111626—July 8/63	Improvements to Existing Protection	C.P.R.	Highway No. 12, Lacombe, mile 18.47 Leduc Sd.
112060—Sept. 9/63	2 Flashers and Bell	C.N.R.	Highway No. 43, S.E. $\frac{1}{4}$ of Section 34, Twp. 59, Rge. 12, W5M, mile 103.91 Sangudo Sd.
	PROVINCE OF SASKATCHEWAN		
111997—Aug. 27/63	2 Flashers and Bell in lieu of existing protection	C.N.R.	Albert St., Regina, mile 93.5 Qu'Appelle Sd.
111998—Aug. 27/63	2 Flashers and Bell in lieu of existing protection	C.N.R.	Albert St., Regina, mile 1.21 Regina Terminals Sd.
112115—Sept. 16/63	2 Flashers and Bell	C.N.R.	N.W. $\frac{1}{4}$ of Section 6, Twp. 21, Rge. 13, W2M, mile 46.81 Qu'Appelle Sd.
	PROVINCE OF MANITOBA		
110208—Jan. 24/63	Changes in existing protection	C.N.R.	Dawson Rd., St. Boniface, mile 150.11 Sprague Sd.
110703—Mar. 14/63	2 Flashers and Bell	C.N.R.	Ness Ave., St. James, mile 2.56 Oak Point Sd.
111715—July 19/63	Synchronize Traffic Signals with Automatic Protection	C.N.R.	Ness Ave., St. James, mile 2.56 Oak Point Sd.
	PROVINCE OF ONTARIO		
110279—Jan. 25/63	2 Short Arm Gates in addition to existing protection	C.P.R.	Tapscott Rd., Twp. of Scarborough, mile 85.2 Peterboro Sd.
110919—Apr. 5/63	2 Flashers and Bell	C.N.R.	No. 10 Sideroad, Twp. of Esquesing, mile 19.01 Milton Sd.
111023—Apr. 23/63	2 Short Arm Gates in addition to existing protection	C.N.R.	Walker's Line Rd., Burlington, mile 2.65 Milton Sd.
111255—May 17/63	2 Flashers and Bell	C.N.R.	Queen Elizabeth Highway, St. Catharines
111606—July 4/63	Improvements to existing protection	C.P.R.	Denison Rd. East, Weston, mile 3.17 MacTier Sd.
111692—July 17/63	Improvements to existing protection	C.N.R.	Ottawa St., Hamilton, mile 41.02 Grimsby Sd.
111919—Aug. 15/63	2 Flashers and Bell	C.N.R.	Cayuga Quarries' Private Rd., east of Nelles Corners, mile 53.0 Cayuga Sd.
111966—Aug. 21/63	2 Flashers and Bell	C.N.R.	Sewells Rd., Twp. of Scarborough, mile 7.6 York Sd.
111985—Aug. 26/63	2 Flashers and Bell	C.N.R.	Reesor Rd., Twp. of Scarborough, mile 6.9 York Sd.
112524—Oct. 31/63	Improvements to existing protection	C.N.R.	Lawrence Ave. East, Metro. Toronto, mile 1.1 Leaside Branch, Bala Sd.
112740—Dec. 3/63	2 Flashers and Bell	C.P.R.	Resources Rd. Line "J", District of Algoma, mile 56.38 White River Sd.

STATEMENT 8—INSTALLATIONS OF AUTOMATIC PROTECTIONS APPROVED IN 1963 FOR WHICH COMMITMENTS COULD NOT BE MADE FROM THE RAILWAY GRADE CROSSING FUND IN ACCORDANCE WITH SECTION 265 OF THE RAILWAY ACT (Concluded)

Order No. and Date	Type of Protection	Railway	Location
	Province of Quebec		
110167—Jan. 21/63	2 Flashers and Bell	C.P.R.	St. Louis St., Ste. Therese, mile 1.04 Ste. Agathe Sd.
111020—Apr. 22/63	Synchronize Traffic Signals with Automatic Protection	C.N.R.	Rabastaliere St., St. Bruno de Montarville, mile 62.33 St. Hyacinthe Sd.
112098—Sept. 13/63	2 Flashers and Bell	C.N.R.	Tracy, mile 39.45 Sorel Sd.
112458—Oct. 25/63	2 Short Arm Gates, 2 Flashers and Bell	C.N.R.	Private Crossing, Turcott, mile 4.43 Montreal Sd.
112701—Nov. 26/63	2 Flashers and Bell	C.P.R.	County of Vaudreuil, mile 15.82 Montreal and Ottawa Sd.
	Province of New Brunswick		
	Nil		
	Province of Nova Scotia		
110271—Jan. 30/63	2 Flashers and Bell	D.A.R.	Kings County, mile 53.0 Halifax Sd.
	Province of Prince Edward Island		
	Nil		
	Province of Newfoundland		
	Nil		

STATEMENT NO. 9—COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND FOR IMPROVING THE VISION AND/OR APPROACH AT THE FOLLOWING LOCATIONS

Order No. and Date	Type of Improvement	Railway	Location	Percentage	Commitment
	Province of British Columbia				
110547—Feb. 26/63	Vision	C.N.R.	Cedarside, mile 78.13 Albreda Sd	80	240.00
			Total		240.00

Province of Alberta

110147—Jan. 18/63	Vision	C.N.R.	Near Prevo, mile 48.33 Brazeau Sd.	80		3,385.00
110148—Jan. 18/63	Vision	C.N.R.	Near Elnora, M.D. of Red Deer No. 55, mile 40.04 Three Hills Sd.	80		3,200.00
110171—Jan. 21/63	Vision	C.N.R.	Near Ardley, mile 15.02 Three Hills Sd.	80		2,290.00
110207—Jan. 24/63	Vision	C.N.R.	Delburne, mile 20.13 Three Hills Sd.	80		3,200.00
110560—Feb. 27/63	Vision	C.N.R.	Highway No. 11, near Harlech, mile 140.54 Brazeau Sd.	80		640.00
110770—Mar. 22/63	Vision	C.N.R.	County of Red Deer No. 23, mile 38.66 Three Hills Sd.	80		1,280.00
110960—Apr. 17/63	Vision	C.P.R.	Burnt Lake Rd., near Cygnet, mile 8.39 Alberta Central Sd.	80		2,640.00
111114—May 1/63	Vision	C.P.R.	Near Innisfail, mile 72.86 Red Deer Sd.	80		800.00
111905—Aug. 14/63	Approaches and Vision	C.N.R.	Mundare, mile 70.65 Vegreville Sd.	80		640.00
112318—Oct. 4/63	Vision	C.N.R.	South of Section 6, Twp. 39, Rge. 24, W4M, mile 12.89 Brazeau Sd.	80		1,630.00
112531—Nov. 1/63	Vision	C.N.R.	Acheson, mile 14.88 Wabamun Sd.	80		900.00
			Adjustments made to cover increased grants for projects approved prior to 1963.			986.45
			Total			21,591.45

Province of Saskatchewan

112343—Oct. 8/63	Vision	C.N.R.	North and South Public Rd., R.M. of Moose Mountain No. 63, mile 29.04 Lampman Sd.	80		800.00
			Total			800.00

Province of Manitoba

110204—Jan. 24/63	Vision	C.P.R.	Mountain Ave., Winnipeg, mile 1.1 Winnipeg Beach Sd.	80		964.00
			Total			964.00

Province of Ontario

110005—Jan. 7/63	Approaches and Vision	C P.R.	Bet. Lots 15 and 16, Con. 9, Twp. of Vaughan, mile 14.13 MacTier Sd.	80		5,040.00
110036—Jan. 9/63	Approaches	N.Y.C.	Bet. Lots 21 and 22, Con. 3, Twp. of Harwich, mile 170.89 Main Line Sd.	80		1,220.00
110037—Jan. 9/63	Approaches	N.Y.C.	Centre Line Rd., Twp. of Harwich, mile 166.81 Main Line Sd.	80		2,276.00
110043—Jan. 10/63	Approaches	N.Y.C.	3rd Con. Rd., near Fargo, mile N.F. 170.56 Main Line Sd.	80		1,976.00
110158—Jan. 21/63	Approaches and Vision	C.P.R.	Gobles Sideroad, Twp. of Blenheim, mile 76.20 Galt Sd.	80		2,412.00
110282—Jan. 31/63	Vision	C.P.R.	Lot 17, Cons. 4 and 5, near Straffordville, mile 28.52 Port Burwell Sd.	80		480.00
110350—Feb. 7/63	Vision	C.P.R.	Twp. of Bayham, mile 27.24 Port Burwell Sd.	80		400.00
110500—Feb. 20/63	Approaches	C.N.R.	Bet. Lots 25 and 26, Con. 1 H.E.S., Twp. of Tuckersmith, mile 28.58 Goderich Sd.	80		2,400.00
110621—Mar. 6/63	Approaches and Vision	C.P.R.	Greenfield Rd., Twp. of North Dumfries, mile 66.25 Galt Sd.	80		2,728.00
110742—Mar. 20/63	Approaches and Vision	C.P.R.	Bet. Lots 19 and 20, Con. 10, Twp. of Euphemia, mile 39.19 Windsor Sd.	80		1,440.00
110753—Mar. 21/63	Approaches and Vision	C.N.R.	Twp. of Ekfrid, mile 23.93 Chatham Sd.	80		3,156.00

STATEMENT 9—COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND FOR IMPROVING THE VISION AND/OR APPROACH AT THE FOLLOWING LOCATIONS (Concluded)

Order No. and Date	Type of Improvement	Railway	Location	Percentage	Commitment
		PROVINCE OF ONTARIO—*Concluded*			
110907—Apr. 3/63	Approaches and Vision	C.N.R.	Twp. of Ekfrid, mile 24.67 Chatham Sd.	80	2,416.00
111028—Apr. 23/63	Approaches and Vision	C.N.R.	Twp. of Ekfrid, mile 24.34 Chatham Sd.	80	2,760.00
111085—Apr. 29/63	Vision	C.N.R.	Near Port Colborne, mile 14.76 Dunnville Sd.	80	120.00
111092—Apr. 30/63	Approaches	C.N.R.	No. 3 and 4 Sideroads, Twp. of Tilbury East, mile 72.54 Chatham Sd.	80	2,235.00
111093—Apr. 30/63	Approaches	C.N.R.	No. 6 and 7 Sideroads, Twp. of Tilbury East, mile 73.75 Chatham Sd.	80	3,795.00
111270—May 22/63	Vision	C.N.R.	County Rd., Twp. of Pittsburg, mile 168.21 Gananoque Sd.	80	750.00
111507—June 19/63	Approaches and Vision	C.N.R.	Twp. of Gloucester near Carlsbad Springs, mile 65.93 Alexandria Sd.	80	900.00
111509—June 19/63	Approaches and Vision	C.N.R.	Bet. Cons. 7 and 8, Twp. of Gloucester, mile 65.99 Alexandria Sd.	80	820.00
111526—June 20/63	Approaches	N.Y.C.	Carl Rd. (County Rd. No. 15), Twp. of Crowland, mile N.F. 8.35 Main Line Sd.	80	2,560.00
111800—July 30/63	Vision	C.P.R.	Lot 21, Cons. 9 and 10, Twp. of Cavan, County of Durham, mile 31.11 Peterboro Sd.	80	1,200.00
111802—July 30/63	Approaches and Vision	C.P.R.	Mile 36.89 Peterboro Sd.	80	4,130.00
111924—Aug. 16/63	Approaches	C.N.R.	Twp. of the Front of Leeds and Lansdowne, mile 158.23 Gananoque Sd.	80	4,000.00
111944—Aug. 19/63	Approaches	C.N.R.	Victoria St., Whitby, mile 304.59 Oshawa Sd.	80	13,400.00
111972—Aug. 22/63	Vision	C.N.R.	Bet. Lots 28 and 29, Con. 1, Twp. of Cramahe, mile 248.79 Oshawa Sd.	80	80.00
111980—Aug. 26/63	Approaches	C.N.R.	Centre St., Aurora, mile 30.04 Newmarket Sd.	80	760.00
112005—Aug. 28/63	Approaches	C.N.R.	Pettit Rd., Twp. of Bertie, mile 3.69 Cayuga Sd.	80	1,193.00
112005—Aug. 28/63	Approaches	N.Y.C.	Pettit Rd., Twp. of Bertie, mile 2.72 Fort Erie Sd.	80	2,381.00
112006—Aug. 28/63	Approaches	N.Y.C.	Sunset Drive (Lightenburger Rd.), Fort Erie, mile 3.32 Fort Erie Sd.	80	2,592.00
112006—Aug. 28/63	Approaches	C.N.R.	Sunset Drive (Lightenburger Rd.), Fort Erie, mile 4.31 Cayuga Sd.	80	1,942.00
112185—Sept. 20/63	Approaches and Vision	C.N.R.	Yonge Mills, Twp. Front of Yonge, mile 134.16 Gananoque Sd.	80	1,240.00
112340—Oct. 7/63	Approaches and Vision	C.N.R.	Dona-Finmark Rd., Dawson Rd. Lots, mile 4.70 Graham Sd.	80	2,800.00
112437—Oct. 23/63	Approaches	C.P.R.	Near Milverton, mile 65.08 Goderich Sd.	80	3,735.00
112443—Oct. 23/63	Vision	C.N.R.	County Rd. No. 9, Richmond, mile 12.89 Smiths Falls Sd.	80	1,080.00
112472—Oct. 28/63	Approaches and Vision	C.N.R.	Lorraine Rd., near Port Colborne, mile 17.30 Dunnville Sd.	80	2,720.00
112502—Oct. 29/63	Approaches and Vision	C.N.R.	Bet. Lots 34 and 35, Con. 1, near Collin's Bay, mile 184.01 Gananoque Sd.	80	3,040.00
112521—Oct. 31/63	Approaches and Vision	C.N.R.	Thickson Rd., Twp. of Whitby, mile 303.21 Oshawa Sd.	80	7,000.00
112528—Nov. 1/63	Approaches and Vision	C.N.R.	Twp. of Ekfrid, mile 12.90 Longwood Sd.	80	3,170.00
112675—Nov. 21/63	Approaches and Vision	C.P.R.	Secs. 3 and 4, Twp. of Laird, mile 112.15 Thessalon Sd.	80	1,680.00
112905—Dec. 24/63	Approaches	C.N.R.	Bet. Lots 5 and 6, Con. 1, Twp. of South Easthope, mile 77.76 Brampton Sd.	80	1,310.00

112919—Dec. 27/63	Approaches and Vision	C.N.R.	Near Stratford, mile 26.45 Drumbo Sd.	80	1,020.00
			Adjustments made to cover increased grants for projects approved prior to 1963.		864.43
			Total		101,221.43
			Province of Quebec		
110965—Apr. 17/63	Vision	C.P.R.	Sutton, mile 20.59 Newport Sd.	80	240.00
111198—May 10/63	Approaches	C.P.R.	Chicot River South Rd., Parish of St. Cuthbert, mile 47.23 Trois-Rivieres Sd.	80	7,330.00
111740—July 22/63	Vision	N.J.R.	St. Andre Rd., Parish of St. Jacques le Mineur, mile 16.25 Delson Sd.	80	880.00
112051—Sept. 6/63	Approaches and Vision	C.P.R.	Elkin Secondary Rd. (Krieg's Crossing), Highwater, mile 42.8 Newport Sd.	80	4,610.00
			Adjustments made to cover increased grants for projects approved prior to 1963		7,522.36
			Total		20,582.36
			Province of New Brunswick		
			Nil		
			Adjustments made to cover increased grants for projects approved prior to 1963.		595.73
			Total		595.73
			Province of Nova Scotia		
110219—Jan. 25/63	Approaches and Vision	C.N.R.	McKay Crossing, Colchester County, mile 49.25 Bedford Sd.	80	4,960.00
110371—Feb. 7/63	Approaches	C.N.R.	Back Rd., Colchester County, mile 43.73 Bedford Sd.	80	2,400.00
111970—Aug. 21/63	Approaches	D.A.R.	Green St., Newport, mile 26.78 Halifax Sd.	80	1,000.00
112344—Oct. 8/63	Approaches	C.N.R.	Russell Cross Rd., Colchester County, mile 53.50 Bedford Sd.	80	6,640.00
			Adjustments made to cover increased grants for projects approved prior to 1963.		5,476.76
			Total		20,476.76
			Province of Prince Edward Island		
			Nil		
			Province of Newfoundland		
			Nil		
			Grand Total		166,471.73

SUMMARY

STATEMENT 10—SUMMARY OF GRADE SEPARATIONS, RECONSTRUCTION OF GRADE SEPARATIONS, DIVERSIONS AND RELOCATION OF UTILITY PLANTS APPROVED DURING THE YEAR 1963

Type of Project		B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Totals
Overhead Bridges	With Grant	4	1	.....	.....	7	2	.....	.....	.....	.....	14
	Without Grant	1	.....	.....	.....	4	15	1	1	.....	.....	22
	Cost Reserved	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Subways	With Grant	.....	1	1	.....	2	5	.....	.....	.....	.....	9
	Without Grant	1	.....	.....	1	3	1	.....	.....	.....	1	7
Reconstruction of Overhead Bridges	With Grant	1	.....	.....	.....	1	1	2	.....	.....	.....	5
	Without Grant	1	.....	.....	.....	1	.....	.....	.....	.....	.....	2
Reconstruction of Subways	With Grant	1	1 (A)	.....	.....	3	.....	.....	.....	.....	.....	5
	Without Grant	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Utilities	With Grant	6	3	2	.....	24	2 (B)	4	2	.....	.....	43
Diversions	With Grant	.....	.....	.....	.....	1	.....	.....	2	.....	.....	3
	Cost Reserved	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Pedestrian Overheads and Subways	Without Grant	.....	.....	.....	.....	2	1	.....	.....	.....	.....	3
Totals	.....	17	6	3	1	48	28	7	5	.....	1	116

(A) Project approved prior to 1963 but a grant from the Railway Grade Crossing Fund was approved during the current year.
(B) Includes 1 project approved prior to 1963 but a grant from the Railway Grade Crossing Fund was approved during the current year.

STATEMENT 11—SUMMARY OF INSTALLATIONS OF AUTOMATIC PROTECTIONS AND IMPROVEMENTS TO CROSSINGS APPROVED DURING THE YEAR 1963

Type of Protection		B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Totals
Flashers and Bell	With Grant	9	17	13	11	47	45	5	16	3	1	167
	Without Grant	1	1	1	1	6	3	.....	1	.....	.....	14
Short Arm Gates, Flashers and Bell	With Grant	.....	.....	.....	1	20	2	.....	.....	.....	.....	23
	Without Grant	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Flashers and Bell In Lieu Of Existing Protection	With Grant	1	3	1	.....	13	2	6	2	1	.....	29
	Without Grant	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Short Arm Gates and Flashers In Lieu Of or in Addition to Existing Protections	With Grant	.....	.....	.....	.....	14	.....	.....	.....	.....	.....	14
	Without Grant	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Improvements to Existing Protection	With Grant	.....	15	1	.....	21	8	.....	1	.....	.....	46
	Without Grant	.....	1	.....	2	3	1	.....	.....	.....	.....	7
Improvements to Vision and/or of Approach Grades	With Grant	1	11	1	1	41	4	.....	4	.....	.....	63
Widening and Other Improvements to Crossings	Without Grant	9	35	19	18	100	22	3	6	1	2	215
Crossings to be Protected by Flagman	.....	1	1	.....	.....	11	4	1	2	.....	.....	20
Totals	.....	22	84	38	34	278	92	15	32	5	3	603

Installation of Reflectorized Crossing Signs With Grant 2,308

Installation of Reflectorized Crossing Signs Without Grant 117

Relocation of Reflectorized Crossing Signs 171

STATEMENT 12 STATEMENT SHOWING VARIOUS WORKS, AS SET FORTH BELOW, WHICH WERE APPROVED BY ORDER OF THE BOARD ON RECOMMENDATIONS OF THE ENGINEERING DEPARTMENT DURING THE YEAR 1963

Type of Works	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	N.W.T.	Totals
CONSTRUCTION ORDERS												
New Highway Crossings Approved	14	39	40	22	54	25	6	4	.....	3	2	209
Highway Crossings To Be Closed	10	17	22	31	55	29	28	4	.....	1	.....	197
New Pedestrian Crossings Approved	.....	1	1	2	3	7	.....	.....	.....	.....	.....	14
Railway Bridges	4	5	1	4	8	1	.....	.....	.....	.....	1	24
Trackage Serving Industries	4	11	1	3	7	7	5	1	.....	.....	.....	39
New Location of Railway Lines	.....	1	2	.....	.....	.....	.....	.....	.....	.....	.....	3
Relocation of Railway Lines	.....	1	1	2	6	1	.....	.....	.....	.....	.....	11
Railway Connections	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Restricted Clearances	4	.....	1	1	12	9	3	3	1	.....	.....	34
OPERATING ORDERS												
Over Or Under (Bridges and Subways)	23	23	4	1	34	11	2	3	.....	.....	.....	101
Trackage Serving Industries	2	2	4	3	10	5	.....	.....	.....	1	.....	27
Opening of New Lines For Carriage of Traffic	.....	1	2	.....	5	2	3	1	.....	.....	.....	14
Interlockers	1	2	.....	1	5	2	.....	.....	.....	.....	.....	11
Abandonment of Operation of Railway Lines	1	3	1	3	8	2	3	.....	.....	1	.....	22
SIGNAL ORDERS												
C.T.C. and Block Signals (Including Changes)	.....	2	1	3	2	1	.....	.....	.....	.....	.....	9
Interlockers (Including Changes)	.....	2	2	1	1	6	.....	1	1	.....	.....	14
Miscellaneous Works*	44	66	80	44	199	74	12	15	3	.....	.....	537
Totals	107	177	163	121	409	182	62	32	5	6	3	1,267

*Includes approvals of Fencing; Pipe Crossings; Increased Grants From Fund; Location of Telephone Lines; Amending and Rescinding Orders.

STATEMENT 13—SUMMARY OF HIGHWAY-RAILWAY CROSSINGS IN CANADA UNDER THE BOARD'S JURISDICTION BY TYPE OF PROTECTION AS AT SEPTEMBER 30th, 1963

Type of Protection	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Totals
Subways	43	91	50	36	517	265	45	45	5	3	1,100
Overhead Bridges	106	53	33	21	505	115	54	45	1	9	942
Pedestrian Grade Separations	2	3	1	2	27	17	1	1	.....	2	56
Gates and Flashers	17	26	7	37	310	64	2	5	.....	.....	468
Flashers	136	215	130	132	1,027	671	168	234	19	10	2,742
Wig Wags	2	2	5	1	179	16	39	21	7	.....	272
Manual Gates	1	.....	.....	.....	20	17	3	3	.....	.....	44
Watchmen	2	.....	.....	1	10	.....	.....	3	.....	.....	16
Flagged by Train Crew	23	2	4	6	101	33	11	18	.....	.....	198
Other Protection	7	.....	.....	3	31	13	5	11	3	2	75
Reflectectorized Signs	429	1,494	2,283	1,217	3,119	1,429	412	282	59	131	10,855
Standard Crossing Signs	629	2,663	5,374	2,650	2,743	720	309	375	179	139	15,781
Totals	1,397	4,549	7,887	4,106	8,589	3,360	1,049	1,043	273	296	32,549

APPENDIX C—OPERATING

STATEMENT 1—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED ON RAILWAYS UNDER THE BOARD'S JURISDICTION FOR YEAR ENDED DECEMBER 31st, 1963

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Canadian National	1	396	16	1227	140	412	1818	157	2035
Canadian Pacific	1	216	4	730	71	255	1121	76	1201
Algoma Central & Hudson Bay	.....	2	.....	10	.....	4	13	.....	16
Arnaud	.....	.....	.....	.....	.....	1	1	.....	1
British Columbia Electric	.....	.....	.....	2	1	5	4	1	7
Chesapeake & Ohio	.....	.....	.....	1	3	5	7	3	6
Cumberland	.....	.....	1	41	.....	2	44	1	43
Dominion Atlantic	.....	1	.....	7	3	3	12	3	11
Essex Terminal	.....	.....	.....	3	.....	2	4	.....	5
Grand Falls Central	.....	.....	.....	2	.....	1	2	.....	3
Grand River	.....	.....	.....	1	.....	7	3	.....	8
Great Northern	.....	10	.....	7	1	7	13	1	24
Lake Erie & Northern	.....	.....	.....	1	.....	2	2	.....	3
London & Port Stanley	.....	.....	.....	1	.....	.....	1	.....	1
Midland Railway of Manitoba	.....	2	.....	1	.....	1	4	.....	4
Napierville Junction	.....	4	.....	2	2	.....	6	2	6
New York Central	.....	.....	.....	1	4	16	17	4	17
Nipissing Central	.....	.....	.....	2	.....	.....	1	.....	2
Northern Alberta	.....	.....	.....	36	.....	6	38	.....	42
Quebec Central	.....	2	.....	1	.....	4	3	.....	7
Quebec, North Shore & Labrador	.....	.....	1	.....	.....	.....	1	1	.....
Toronto, Hamilton & Buffalo	.....	.....	.....	2	1	7	7	1	9
Toronto Terminals	.....	.....	.....	4	.....	1	4	.....	5
TOTALS	2	633	22	2082	226	741	3126	250	3456

STATEMENT 2—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31st, 1963.

Classification of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Derailment		52	2	52			30	2	104
Collision head-on				7			1		7
Collision rear-end				8			3		8
Collision with cars account open switch		14	1	10			3	1	24
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards		1		38			25		39
Sideswipe—not including yard movements		4		3			2		7
Public highway crossing protected by gates—manual		1			1	3	5	1	4
Public highway crossing protected by gates—automatic					3	13	14	3	13
Public highway crossing protected by bell						5	4		5
Public highway crossing protected by bell and wigwag				1	2	20	17	2	21
Public highway crossing protected by flashing lights and bell				3	37	115	92	37	118
Public highway crossing protected by watchman						2	2		2
Public highway crossing otherwise protected		2	1	21	116	432	342	117	455
Private crossing		5	1	5	12	55	47	13	65
Trespassing					54	53	104	54	53
Working on or about engine				64			64		64
Miscellaneous		36	1	499	1	7	539	2	542
Adjusting couplers, coupling and uncoupling				56			56		56
Run down by engine or car between stations			4			1	4	4	1
Track car accidents				140		6	103		146
Track car struck by train				18		1	14		19
Crossing between cars				9			9		9
Struck by engine or cars on adjoining track			1	8			9	1	8
Struck by switch stand, water spout, mail crane or other projection		1		10			11		11
Crushed between cars and buildings, lumber piles				9			9		9
Locomotive accidents—where defect involved				15			15		15
Getting on and off passenger trains		102					102		102
Rock slides, or other obstructions on track		1		2			2		3
Rough coupling		17		34		3	32		54
Riding on pilot or footboard of engine				1			1		1
Obstructions, overhead and on ground		1		16		3	19		20
Falling off top of car				9		1	10		10
Application and handling of air brakes, starting and stopping of trains, adjusting slack		19		171			174		190
Employees getting off train				255			255		255
Employees boarding train			2	103			105	2	103

STATEMENT 2—PASSENGERS EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31st, 1963 (Concluded)

Classification of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Slipping on ice				67			67		67
Minor accidents in baggage cars and coaches		355		101		6	460		462
Run down by engine or cars at stations or in yards		1	3	16		4	24	3	21
Passing too close around end of string of cars				1			1		1
Caught by engine or car while throwing switch				1			1		1
Slipping or falling off side or end ladders of cars			3	63			66	3	63
Hand brake—accidents while working hand brake				92			92		92
Handling freight or baggage				47			47		47
Loading and unloading O.C.S. materials				35			34		35
Work train equipment			2	10			12	2	10
Cars moved while being loaded or unloaded				1		9	10		10
Carmen working on or under cars on running track when moved				1			1		1
Coupling or uncoupling hose				23			23		23
Turning angle-cock				19			19		19
Loads shifting in transit or switching				3			3		3
Falling or jumping off passenger train between stations	2	7	1	1			11	3	8
Cars running away not under control				11		1	10		12
Individual derailment of equipment in yard tracks				7			7		7
Accidents as a result of handling dangerous commodities				3		1	1		4
Fires occurring in passenger train equipment		10					1		10
Accidents as a result of train breaking in two		4		13			12		17
Totals	2	633	22	2082	226	741	3126	250	3456

STATEMENT 3—NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1963.

Classification of Accidents	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Derailment	23	2	81	4	.....	8	3	.....	15	30	2	104
Collision head-on	1	.....	7	.....	.....	.....	.....	.....	.....	1	.....	7
Collision rear-end	1	.....	2	2	.....	6	.....	.....	.....	3	.....	8
Collision with cars account open switch	3	1	24	.....	.....	.....	.....	.....	.....	3	1	24
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards	16	.....	27	6	.....	8	3	.....	4	25	.....	39
Sideswipe—not including yard movements	1	.....	4	1	.....	3	.....	.....	.....	2	.....	7
Public highway crossing protected by gates—manual	1	.....	1	4	1	3	.....	.....	.....	5	1	4
Public highway crossing protected by gates—automatic	8	1	8	5	2	3	1	.....	2	14	3	13
Public highway crossing protected by bell	2	.....	3	2	.....	2	.....	.....	.....	4	.....	5
Public highway crossing protected by bell and Wigwag	5	.....	10	2	.....	2	10	2	9	17	2	21
Public highway crossing protected by flashing lights and bell	50	27	54	37	10	56	5	.....	8	92	37	118
Public highway crossing protected by watchman	.....	.....	.....	2	.....	2	.....	.....	.....	2	.....	2
Public highway crossing otherwise protected	193	70	251	112	38	149	37	9	55	342	117	455
Private crossing	34	12	41	11	1	22	2	.....	2	47	13	65
Trespassing	60	30	32	38	20	19	6	4	2	104	54	53
Working on or about engine	51	.....	51	7	.....	7	6	.....	6	64	.....	64
Miscellaneous	358	1	362	152	.....	152	29	1	28	539	2	542
Adjusting couplers, coupling and uncoupling	27	.....	27	26	.....	26	3	.....	3	56	.....	56
Run down by engine or car between stations	3	4	.....	1	.....	1	.....	.....	.....	4	4	1
Track Car accidents	54	.....	80	42	.....	56	7	.....	10	103	.....	146
Track Car struck by train	9	.....	12	3	.....	4	2	.....	3	14	.....	19
Crossing between cars	5	.....	5	4	.....	4	.....	.....	.....	9	.....	9
Struck by engine or cars on adjoining track	3	1	2	6	.....	6	.....	.....	.....	9	1	8
Struck by switch stand, water spout, mail crane or other projection	6	.....	6	4	.....	4	1	.....	1	11	.....	11
Crushed between cars and buildings, lumber piles	6	.....	6	3	.....	3	.....	.....	.....	9	.....	9
Locomotive accidents where defect involved	15	.....	15	.....	.....	.....	.....	.....	.....	15	.....	15
Getting on and off passenger trains	59	.....	59	40	.....	40	3	.....	3	102	.....	102
Rock slides, or other obstructions on track	.....	.....	.....	2	.....	3	.....	.....	.....	2	.....	3
Rough coupling	23	.....	45	8	.....	8	1	.....	1	32	.....	54
Riding on pilot or footboard of engine	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Obstructions, overhead and on ground	12	.....	13	7	.....	7	.....	.....	.....	19	.....	20
Falling off top of car	3	.....	3	7	.....	7	.....	.....	.....	10	.....	10
Application and handling of air brakes, starting and stopping of trains, adjusting slack	99	.....	109	69	.....	74	6	.....	7	174	.....	190

STATEMENT 3—NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1963 (Concluded)

Classification of Accidents	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Employees getting off train	125	.....	125	113	.....	113	17	.....	17	255	.....	255
Employees boarding train	51	1	50	50	.....	50	4	1	3	105	2	103
Slipping on ice	39	.....	39	20	.....	20	8	.....	8	67	.....	67
Minor accidents in baggage cars and coaches	262	.....	264	191	.....	191	7	.....	7	460	.....	462
Run down by engine or cars at stations or in yards	12	1	11	10	2	8	2	.....	2	24	3	21
Passing too close around end of string of cars	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Caught by engine or car while throwing switch	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Slipping or falling off side or end ladder of cars	33	3	30	28	.....	28	5	.....	5	66	3	63
Hand brake—accidents while working hand brake	43	.....	43	40	.....	40	9	.....	9	92	.....	92
Handling freight or baggage	34	.....	34	9	.....	9	4	.....	4	47	.....	47
Loading and unloading O.C.S. materials	21	.....	21	11	.....	12	2	.....	2	34	.....	35
Work train equipment	9	1	8	3	1	2	.....	.....	.....	12	2	10
Cars moved while being loaded or unloaded	5	.....	5	5	.....	5	.....	.....	.....	10	.....	10
Carmen working on or under cars on running track when moved	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Coupling or uncoupling hose	14	.....	14	7	.....	7	2	.....	2	23	.....	23
Turning angle-cock	12	.....	12	6	.....	6	1	....	1	19	.....	19
Loads shifting in transit or switching	1	.....	1	2	.....	2	.....	.....	.....	3	.....	3
Falling or jumping off passenger train between stations	7	2	5	4	1	3	.....	.....	.....	11	3	8
Cars running away not under control	7	.....	8	3	.....	4	.....	.....	.....	10	.....	12
Individual derailment of equipment in yard tracks	3	.....	3	4	.....	4	.....	.....	.....	7	.....	7
Accidents as a result of handling dangerous commodities	.....	.....	.....	1	.....	4	.....	.....	.....	1	.....	4
Fires occurring in passenger train equipment	1	.....	10	.....	.....	.....	.....	.....	.....	1	.....	10
Accidents as a result of train breaking in two	6	.....	10	5	.....	6	1	.....	1	12	.....	17
Totals	1,818	157	2,035	1,121	76	1,201	187	17	220	3,126	250	3,456

STATEMENT 4—PARTICULARS OF ALL HIGHWAY CROSSING ACCIDENTS WITH DESCRIPTION OF PROTECTION IN EFFECT FOR THE YEAR ENDED DECEMBER 31st, 1963.

	Newfoundland			Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Totals		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
Gates, Manual													4	1	3	1		1													5	1	4
Gates, Automatic													3	1	2	6	2	7	1		1				2		3				14	3	13
Bell										1		1				3		4													4		5
Bell and Wigwag							5		10	2		2	1		1	9	2	8													17	2	21
Flashing Lights & Bell				2	2	3	2	1	2	2	1	2	26	18	25	36	7	45	4		5	6	7	10	12	1	18	2		8	92	37	118
Watchman																1		1	1		1										2		2
Other	8	2	14	3	1	7	7	3	7	8	3	11	51	22	77	161	63	186	28	4	42	27	8	37	30	10	47	19	1	27	342	117	455
Totals	8	2	14	5	3	10	14	4	19	13	4	16	85	42	108	219	74	252	34	4	49	33	15	47	44	11	68	21	1	35	476	160	618

	1959	1960	1961	1962	1963
Number of accidents which occurred at crossings protected by Gates, Manual	12	6	3	4	5
Number of accidents which occurred at crossings protected by Gates, Automatic	5	9	7	7	14
Number of accidents which occurred at crossings protected by Bell	2	4	3	4	4
Number of accidents which occurred at crossings protected by Bell and Wigwag	44	34	17	16	17
Number of accidents which occurred at crossings protected by Flashing Light Signals and Bell	62	60	69	76	92
Number of accidents which occurred at crossings protected by Watchman	1	.....	3	2	2
Number of accidents which occurred at crossings otherwise protected	420	360	342	319	342
Totals	546	473	444	428	476

STATEMENT 5—HIGHWAY CROSSING ACCIDENTS BY PROVINCES FOR 5 YEAR PERIOD—1959 TO 1963 INCLUSIVE

	Newfoundland	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Totals
1959	7	4	17	17	114	239	43	38	38	29	546
1960	9	1	9	14	108	208	34	23	40	27	473
1961	9	7	7	15	106	188	31	26	36	19	444
1962	4	4	12	7	94	193	19	34	38	23	428
1963	8	5	14	13	85	219	34	33	44	21	476

STATEMENT 6--CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1963

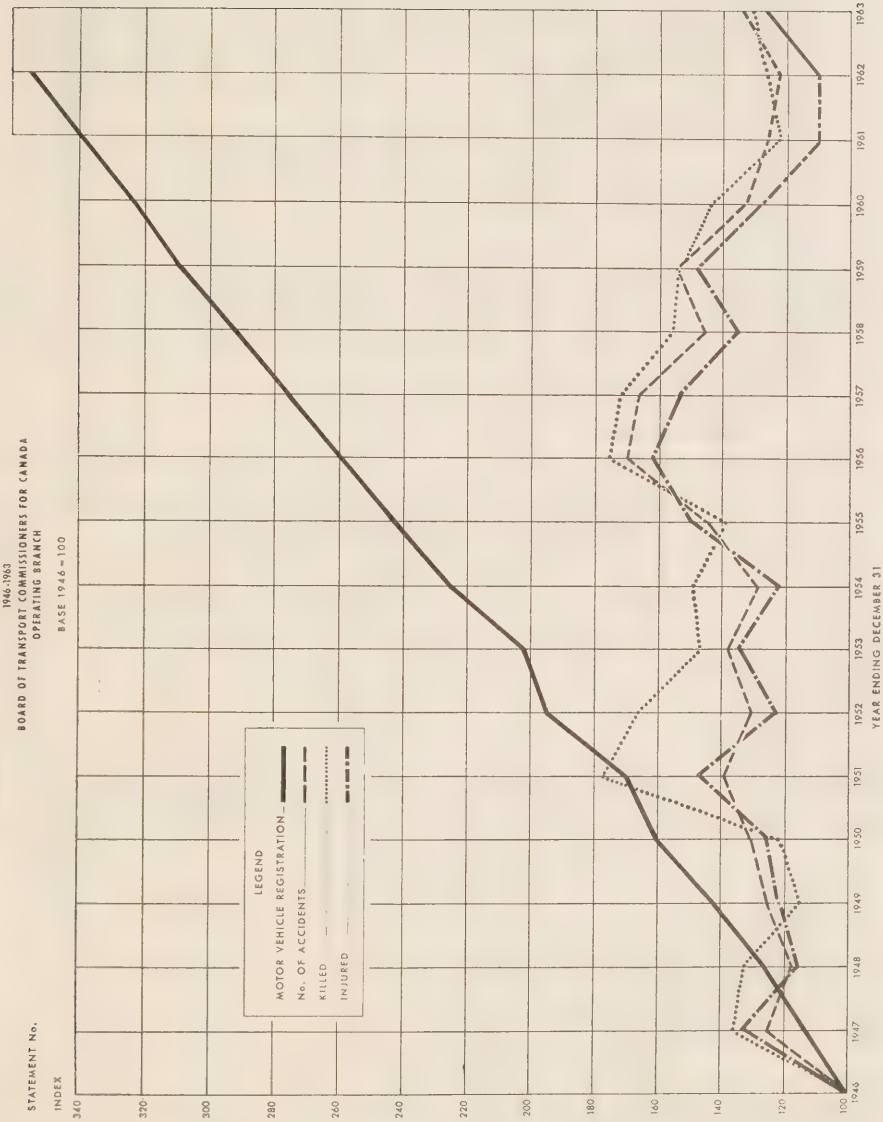
	Accidents	Killed	Injured
Motor Vehicles Struck by Train			
Daylight hours	164	78	198
Night hours	97	38	134
Totals	261	116	332
Motor Vehicles Running into Side of Train			
Daylight hours	72	17	97
Night hours	107	13	164
Totals	179	30	261
Pedestrians Struck by Train			
Daylight hours	12	7	5
Night hours	3	2	1
Totals	15	9	6
Accidents in which Track Cars Involved			
Daylight hours	9	.....	11
Night hours	.....	.....	.....
Totals	9	.....	11
Other Vehicles Struck by Train			
Daylight hours	8	4	4
Night hours	3	1	2
Totals	11	5	6
Other Types of Accidents			
Daylight hours	1	.....	2
Night hours	.....	.....	.....
Totals	1	.....	2
Total Number of Accidents			
Daylight hours	266	106	317
Night hours	210	54	301
GRAND TOTALS	476	160	618

STATEMENT 7—HIGHWAY CROSSING ACCIDENTS AND MOTOR VEHICLE REGISTRATIONS—10 YEAR PERIOD 1954 TO 1963 INCLUSIVE

Year	Accidents	Killed	Injured	Motor Vehicle Registrations
1954	454	179	596	3,644,589
1955	510	167	729	3,948,652
1956	598	212	785	4,226,474
1957	583	206	752	4,459,595
1958	516	188	660	4,719,474
1959	546	185	717	5,017,686
1960	473	172	628	5,256,341
1961	444	145	542	5,517,023
1962	428	154	542	5,774,810
1963	476	160	618	.....

STATEMENT 8

INDEXES OF MOTOR VEHICLE REGISTRATIONS AND HIGHWAY CROSSING ACCIDENTS
1946-1963
BOARD OF TRANSPORT COMMISSIONERS FOR CANADA
OPERATING BRANCH
BASE 1946 = 100



STATEMENT 9—DEFECTS ON LOCOMOTIVE UNITS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DEC., 31, 1963

Classification	No. of Defects
Inspections or tests not made when required	32
Safety appliances, associated parts and fastenings	814
Air brake equipment	2,058
Compressed air system	281
Wheels, axles and journal bearings	278
Lights	291
Couplers, draft-gear and draw-gear	89
Bells, horns, (whistles)	285
Springs and spring rigging	414
Sanders	730
Cabs, hoods, carbodies	573
Gauges, meters, indicating warning and protective devices	175
Communicating signal systems	25
Running defects	3
Trucks	368
Power plant, its components and auxiliaries	1,590
Transmission	369
Power and control circuits and equipment	37
Dynamic braking	1
Batteries	6
Accident prevention	1,694
Miscellaneous diesel locomotive defects	1
Miscellaneous diesel electric locomotive defects	28
TOTAL DEFECTS	10,142

NUMBER OF LOCOMOTIVE UNITS INSPECTED SHOWING NUMBER OF ENGINES DEFECTIVE AND NUMBER OF DEFECTS FOR THE YEAR ENDED DECEMBER 31st, 1963

Railway	Locomotives Inspected	Locomotives Defective	Total Defects
Canadian National	4,784	2,337	6,686
Canadian Pacific	3,220	1,271	3,017
Miscellaneous	760	195	439
Totals	8,764	3,803	10,142

STATEMENT 10—DEFECTS ON HEATING AND POWER BOILERS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1963

Classification	No. of Defects
Boilers	17
Boiler water system	61
Fuel, combustion system	113
Steam components, steam lines	132
Inspection Forms, Fire and Accident Prevention, Lighting and Electrical Equipment	71
Control indicating or warning devices	79
TOTAL DEFECTS	473

NUMBER OF HEATING & POWER BOILERS INSPECTED, SHOWING BOILERS DEFECTIVE AND NUMBER OF DEFECTS FOR YEAR ENDED DECEMBER 31st, 1963

Railway	Boilers Inspected	Boilers Defective	Total Defects
Canadian National	1,782	218	280
Canadian Pacific	1,115	142	185
Miscellaneous	223	8	8
TOTALS	3,120	368	473

STATEMENT 11—DEFECTS ON FREIGHT CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1963

Classification	No. of Defects
Safety appliances and safety devices	2257
Hand brakes	987
Foundation brake gear	672
Air brake and air operated equipment	4275
Couplers, draft gear	1006
Wheels, axles, journal bearings, wheel and axle assemblies	384
Trucks	1429
Car bodies	335
Tanks, trailer flats, loading placarding, special equipment	472
Cooling, heating, cooking, lighting and electrical equipment	6
Inspections or tests not made when required	1361
TOTAL DEFECTS	13184

NUMBER OF FREIGHT CARS INSPECTED SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CARS INSPECTED FOR OVERDUE FOR WEIGHING FOR TARE, & IMPROPER PISTON TRAVEL, FOR THE YEAR ENDED DEC. 31st, 1963

Railway	Total Cars Inspected	Total Cars Defective	Total No. of Defects	Cars Inspected	
				Overdue Tare	Improper Piston Travel
Canadian National	46,907	5,825	7,521	8,266	17,098
Canadian Pacific	32,238	3,922	4,951	7,578	14,307
Miscellaneous	5,694	542	712	1,159	1,969
TOTALS	84,839	10,289	13,184	17,003	33,374

STATEMENT 12—DEFECTS ON PASSENGER CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1963

Classification	No. of Defects
Safety appliances and safety devices	114
Hand brakes	61
Foundation brake gear	211
Air brake and air operated equipment	240
Couplers, draft gear	47
Wheels, axles, journal bearings, wheel and axle assemblies	7
Trucks	151
Cooling, heating, cooking, lighting and electrical equipment	145
Accident prevention, sanitation and facilities	540
Inspections or tests not made when required	360
TOTAL EFFECTS	1,876

NUMBER OF PASSENGER CARS INSPECTED, SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CARS INSPECTED FOR IMPROPER PISTON TRAVEL FOR YEAR ENDED DECEMBER 31st, 1963.

Railway	Total Cars Inspected	Total Cars Defective	Total No. of Defects	Cars Inspected
				Improper Travel
Canadian National	3,950	813	1,235	998
Canadian Pacific	1,956	414	624	358
Miscellaneous	29	11	17	4
TOTALS	5,935	1,238	1,876	1,360

STATEMENT 13—SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD

	Canadian National (Atlantic Region)	Canadian National (St. Lawrence Region)	Canadian National (Great Lakes Region)	Canadian National (Prairie Region)	Canadian National (Mountain Region)	Canadian Pacific (Atlantic Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Miscellaneous	Totals
FIRES OF RAILWAY ORIGIN—											
Number of causes											
Locomotive Class A fires	10	12	4		8				16	3	53
Locomotive Class B fires	13	2	14	1	2		3		14	3	52
Locomotive Class C fires	3		6	1		1	2		1	1	15
Employees, Class A fires	1	2	7	2	1		2		1	1	17
Employees, Class B fires			7	2	3		7	2	1	3	25
Employees, Class C fires	1		6	1	2					1	11
Fusees, Class A fires		1	2				1				4
Fusees, Class B fires			2	1			2		1		6
Fusees, Class C fires											
Burning smoking materials from trains, Class A	1	2	1								4
Burning smoking materials from trains, Class B	4		3				9				16
Burning smoking materials from trains, Class C					1		1				2
Total Class A	12	17	14	2	9		3		17	4	78
Total Class B	17	2	26	4	5		21	2	16	6	99
Total Class C	4		12	2	3	1	3		1	2	28
Total	33	19	52	8	17	1	27	2	34	12	205
Areas burned (Acres)											
Young forest growth	117.47	1.25	880.50	9.50	4.00	148.00	20.11		3.50	34.30	1,218.63
Merchantable timber	181.33	1.25	130.00		9.00	2.00	1.00			8.00	332.58
Slashing or old burn	.50		20.00					2.00	.25	51.50	74.25
Other classes of land	319.43	1.80	195.66	27.62	242.85	10.00	83.62	3.50	173.02	12.27	1,069.77
Total	618.73	4.30	1,226.16	37.12	255.85	160.00	104.73	5.50	176.77	106.07	2,695.23
Value of Property Destroyed	$	$	$	$	$	$	$	$	$	$	$
Young forest growth	897.67	13.00	20,967.00	48.00	112.00	1,480.00	447.95		7.25	96.00	24,068.87
Standing Timber	335.00	60.00	880.00		414.00	250.00				36.00	1,975.00
Forest Products											
Other Property	1,444.00		200.00		119.80	30.00	2.00		9.53		1,805.33
Total	2,676.67	73.00	22,047.00	48.00	645.80	1,760.00	449.95		16.78	132.00	27,849.20
KNOWN CAUSES OTHER THAN RAILWAY											
Campers and travellers, Class A	3	6	1		1		1			1	13
Campers and travellers, Class B		2		1			1				4
Campers and travellers, Class C		2								1	3
Settlers, Class A											
Settlers, Class B			1								1
Settlers, Class C											
Other known causes, Class A	3		1		3				1		8
Other known causes, Class B	2		1		1		2		3	1	10
Other known causes, Class C											

Total, Class A	6	6	2	.....	4	.....	1	.....	1	1	21
Total, Class B	2	2	2	1	1	.....	3	.....	3	1	15
Total, Class C	.....	2	.....	.....	.....	.....	.....	.....	.....	1	3
Total	8	10	4	1	5	.....	4	.....	4	3	39
KNOWN CAUSES OTHER THAN RAILWAY (Cont'd)											
Areas burned (Acres)											
Young forest growth	6.75	38.50	.....	.....	.10	.....	.....	.....	.....	.....	45.35
Merchantable timber	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Slashing or old burn	.....	.....	.....	.....	.....	.....	.....	.....	.....	.10	.10
Other classes of land	12.18	53.50	1.28	.75	.70	.....	5.63	.....	7.00	44.00	125.04
Total	18.93	92.00	1.28	.75	.80	.....	5.63	.....	7.00	44.10	170.49
Value of Property Destroyed	$	$	$	$	$	$	$	$	$	$	$
Young forest growth	39.00	430.00	.....	.....	.....	.....	.....	.....	.....	.....	469.00
Standing Timber	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Forest Products	.....	106.00	.....	.....	.....	.....	.....	.....	.....	.....	106.00
Other Property	.....	11,000.00	.....	.....	.18	.....	.....	.....	.25	.....	11,000.43
Total	39.00	11,536.00	.....	.....	.18	.....	.....	.....	.25	.....	11,575.43
FIRES OF UNKNOWN ORIGIN											
Class A	5	2	.....	.....	2	.....	.....	.....	2	.....	11
Class B	3	.....	.....	.....	.....	.....	4	.....	.....	1	8
Class C	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Total	10	2	.....	.....	2	.....	4	.....	2	1	21
Areas Burned (Acres)											
Young forest growth	8.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	8.15
Merchantable timber	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Slashing or old burn	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other classes of land	31.01	.....	.....	.....	.10	.....	2.29	.....	.20	1.25	34.85
Total	39.16	.....	.....	.....	.10	.....	2.29	.....	.20	1.25	43.00
Value of Property destroyed	$	$	$	$	$	$	$	$	$	$	$
Young forest growth	41.60	.....	.....	.....	.....	.....	.....	.....	.....	.....	41.60
Standing timber	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Forest products	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other property	.....	.....	.....	.....	.....	.....	.....	.....	.05	.....	.05
Total	41.60	.....	.....	.....	.....	.....	.....	.....	.05	.....	41.65
GRAND TOTALS FOR ALL CAUSES (Number)											
Total of all Classes A	23	25	16	2	15	.....	4	.....	20	5	110
Total of all Classes B	22	4	28	5	6	.....	28	2	19	8	122
Total of all Classes C	6	2	2	2	3	1	3	.....	1	3	23
Total of all fires reported	51	31	46	9	24	1	35	2	40	16	255
Areas Burned (Acres)											
Young forest growth	132.37	39.75	880.50	9.50	4.10	148.00	20.11	.....	3.50	34.30	1,272.13
Merchantable timber	181.33	1.25	130.00	.....	9.00	2.00	1.00	.....	.....	8.00	332.58
Slashing or old burn	.50	.....	20.00	.....	.....	.....	.....	2.00	.25	51.60	74.35
Other classes of land	362.62	55.30	196.94	28.37	243.65	10.00	91.54	3.50	180.22	57.52	1,229.66
Total	676.82	96.30	1,227.44	37.87	256.75	160.00	112.65	5.50	183.97	151.42	2,908.72

STATEMENT B: SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD (Concluded)

	Canadian National (Atlantic Region)	Canadian National (St. Lawrence Region)	Canadian National (Great Lakes Region)	Canadian National (Prairie Region)	Canadian National (Mountain Region)	Canadian Pacific (Atlantic Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Miscellaneous	Totals
GRAND TOTALS FOR ALL CAUSES (Number) Conc.											
Value of Property Destroyed	$	$	$	$	$	$	$	$	$	$	$
Young forest growth	978.27	443.00	20,967.00	48.00	112.00	1,480.00	447.95	.....	7.25	96.00	24,579.47
Standing timber	335.00	60.00	880.00	.....	414.00	250.00	.....	.....	.....	36.00	1,975.00
Forest Products	.....	106.00	.....	.....	.....	.....	.....	.....	.....	.....	106.00
Other property	1,444.00	11,000.00	200.00	.....	119.98	30.00	2.00	.....	9.83	.....	12,805.81
Total	2,757.27	11,609.00	22,047.00	48.00	645.98	1,760.00	449.95	.....	17.08	132.00	39,466.28

NOTE:—Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.
Class B fires are those which cover an area of one-fourth acre to ten acres.
Class C fires are those which cover an area over ten acres.

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SIXTIETH REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

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For the Year Ended December 31
1964

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A. G. Hibbard, *Assistant Director of Engineering.*

H. W. Ellicott, *Director of Traffic.*

J. Hanley, *Assistant Director of Traffic.*

R. M. Macdonald, *Director of Operation.*

M. R. Angus, *Assistant Director of Operation.*

M. E. Burwash, *Director of Economics and Accounting.*

D. C. Deighton, *Assistant Director of Economics and Accounting.*

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REPORT OF
BOARD OF TRANSPORT COMMISSIONERS
FOR CANADA

To the Governor in Council:

Pursuant to Section 31 of the Railway Act, Chapter 234, R.S. 1952, the Board of Transport Commissioners for Canada has the honour to submit its Sixtieth Report for the year ended December 31, 1964.

GENERAL REVIEW OF THE BOARD'S WORK IN 1964

On February 1, 1964, the Board of Transport Commissioners for Canada completed sixty years in its administration of the Railway Act, the Transport Act, and other legislation regulating railways, certain inland steamship companies, international bridge and tunnel companies, etc. subject to the jurisdiction of the Parliament of Canada.

Indicative of the extent of its work over the past sixty years is the fact that 116,408 Orders, 909 General Orders, and more than 300 Circulars have been issued since the establishment of the Board. The Board's General Orders have dealt with matters of a general character affecting all railways subject to the Board's jurisdiction, such as railway safety appliances, regulations governing the construction of railway crossings, type of protective devices to be installed at railway-highway crossings, tariff matters, and other related subjects. The large number of Orders issued have dealt with specific construction projects, installations of protective devices at railway-highway crossings, operational and tariff matters.

From time to time in the past sixty years, the Board has had to amend, rescind, and replace many of its General Orders and Circulars in the light of changing circumstances. Therefore, with a view to meeting an apparent need for a complete codification of the Board's regulations as set forth in its General Orders and Circulars, the Board, during 1964, completed the task of preparing a revision and consolidation which will be issued in printed form early in 1965. Copies of the Consolidation of General Orders and Circulars will be obtainable, on order, from the Queen's Printer in Ottawa.

During 1964, a total of 2,339 applications were received by the Board under the various provisions of the legislation under its jurisdiction and, in dealing with these, some 3,450 Orders and 8 General Orders were issued. While the great majority of applications submitted were brought to a conclusion through correspondence with the interested parties concerned, sixteen formal public hearings of some applications were required and, in addition to those held in Ottawa, there were sittings in Quebec City, P.Q.; Kenora, Lindsay, Simcoe, St. Thomas, Welland, Windsor, Ont.; and Winnipeg, Man.

The text of the formal Judgments issued by the Board during 1964, together with a summary of all Orders issued during the year, and other information respecting the Board's work were publicized in the Board's regular publication of "Judgments, Orders, Regulations and Rulings". This publication is available to subscribers on order to the Queen's Printer.

While motor vehicle registrations have continued to increase during 1964, the Board is pleased to report that there was a decrease in the number of accidents reported at railway-highway crossings. While this improvement is attributable to a variety of circumstances, the Board's activity in ordering the installation of automatic protection has undoubtedly had a considerable bearing in the improvement of safety for the travelling public.

Indicative of the Board's work in this regard is the fact that the number of engineering and construction projects approved by the Board in 1964 was approximately 31 per cent greater than in 1963. This work included 1,009 projects towards the cost of which the Board authorized the commitment of grants from The Railway Grade Crossing Fund totalling $18,025,371.15 in 1964, compared with $10,877,-887.72 in 1963 for 571 projects.

Furthermore, since the amendment of the Railway Act in 1958, the Board has ordered the erection of reflectorized crossing signs at 13,375 highway-railway crossings in the interests of public safety. It is estimated that if this program of reflectorizing crossing signs is continued at the same rate, all level crossings of railways under the Board's jurisdiction which are not protected by automatic signals and where trains operate at night will be protected by reflectorized signs within the next six years. Similarly, the program of applying reflective markings to the sides of railway cars, which was also initiated by the Board following amendment of the Railway Act in 1958, was continued during the year under review and from reports filed by the railways it is evident that approximately 37,000 railway cars are now equipped with such markings.

Due to changed conditions and the progressive development of improved operating practices on railways subject to the Board's jurisdiction, an analysis of the Board's regulations relating to such operating matters resulted in the rescission of seventeen of its General Orders and twenty-seven of its Circulars during 1964. Thirty-eight stationary, bulk storage and transfer facilities for dangerous commodities were approved by the Board for location on the railway right of way in 1964 and 225 applications covering the extension or alteration of existing facilities were also approved.

In September 1964, the Board initiated action leading to the holding of a public hearing to review the capital investment, revenues and expenses, debt charges, dividend payments and retained earnings of The Bell Telephone Company of Canada and the permissive level of the Company's earnings and the basis on which such permissive level may be authorized for telephone rate purposes. In announcing its decision to undertake such a review, the Board indicated that a similar one would later be made with respect to these matters as they concern The British Columbia Telephone Company. However, the Board indicated in its announcement that it did not intend that the inquiry would be concerned with the propriety of existing rates and that such rates or any revision thereof that might be requested as a consequence of the Board's findings would, if necessary, be reviewed later.

During the year, the Board continued its administration of subsidy payments to railway companies under the Maritime Freight Rates Act, the Bridge Subsidy, the so-called Rollback Subsidy and related legislation. Detailed information concerning these payments will be found in subsequent sections of this report.

The Board initiated an investigation of the traffic tolls and tariffs of licensed water carriers operating within the watershed of the Mackenzie River. Also, changes were made to improve the basic content of the Board's Freight Waybill Analysis.

The Board's Headquarters' staff establishment in Ottawa totalled 143 in 1964, three less than in 1963. The Board's operating and engineering inspections continued to be conducted by a staff of thirty-six employees located in eight district offices in St. John's, Nfld.; Moncton, N.B.; Montreal, P.Q.; Toronto, Ont.; Winnipeg, Man.; Saskatoon, Sask.; Calgary, Alta.; and Vancouver, B.C.

APPEALS FROM THE DECISIONS OF THE BOARD

Appeals to the Supreme Court of Canada

Industrial Wire and Cable Company Limited applied to the Supreme Court of Canada for leave to appeal from Board Order 113071 dismissing its application for an Order declaring that the ownership of The Bell Telephone Company of shares of Northern Electric Company Limited is ultra vires the powers of The Bell Telephone Company. The motion for leave was dismissed.

The Province of Quebec applied to the Supreme Court for leave to appeal Board Order 114705 in respect of construction of a deviation of the highway under a railway bridge which crosses over the Jacques Cartier River at Pont Rouge, Province of Quebec.

Leave to appeal was granted. The appeal had not been heard at the time of preparing this report.

The Canadian Pacific Railway Company applied to the Supreme Court for leave to appeal from Board Order 109763 which apportioned the cost of construction of the bridge carrying Highway No. 1, in the Province of Quebec, across and over the right of way and track of the Canadian Pacific Railway Company at mileage 100.36 Sherbrooke Subdivision.

Leave to appeal has been granted and the appeal is pending.

Petitions to the Governor in Council

Alberton-West Prince Board of Trade petitioned the Governor in Council to set aside the Board Order authorizing the discontinuance of trains 251 and 252 between Charlottetown and Tignish, Prince Edward Isand. Order in Council P.C. 1964-461, dated March 26, 1964, dismissed the petition.

The Northern Telephone Limited and the Town of Kenora petitioned the Governor in Council to set aside Board Order 114597 which dismissed their joint application to the Board for an Order requiring The Bell Telephone Company of Canada to provide to the Applicants such use, connection or communication as was necessary for them to obtain direct communication between Kenora toll centre and The Bell Telephone Company of Canada.

The disposal of this petition is still pending.

A summary of the Board's decisions with respect to the cases appealed to the Supreme Court or petitioned to the Governor in Council appears under the heading "Summary of Selected Decisions of the Board" commencing on page 25 of this report.

SUMMARY OF APPEALS TO THE GOVERNOR IN COUNCIL FEBRUARY 1, 1904, TO DECEMBER 31, 1964

Dismissed	44
Allowed	6
Referred back	15
Withdrawn, Discontinued, etc.	13
Pending	3
Total	81

SUMMARY OF APPEALS TO THE SUPREME COURT OF CANADA FEBRUARY 1, 1904, TO DECEMBER 31, 1964

Dismissed (including refusal to grant leave to appeal)	86
Allowed	20
Pending	6
Withdrawn, Discontinued, etc.	14
Total	126

FREIGHT TRAFFIC ANALYSES

Rail Waybill Analysis

The Board's annual waybill analyses are designed to indicate the general pattern of railway carload freight movements and the changing trends of traffic under the different categories of freight rates. For this purpose the Board requires the railways of Canada to submit to the Board, a one per cent sampling of waybills covering their annual traffic originating and terminating in Canada. Approximately 20,000 waybills are reviewed annually by the Board's staff, and calculations are made of mileage, rate; the rate, category of rate, and kind of commodity are all verified. Due to changes affecting certain categories of rates consequent upon the application where traffic is subject to the Freight Rates Reduction Act and the Maintenance of Trackage Subsidy (Sec. 468, Railway Act) charges are adjusted on such traffic to show the actual revenues received by the railways. Payments to the railways under the so-called $50 million subsidy are not related or distributable to individual freight rates.

The railways and the Board keep under continuing review the methods and procedure used in maintaining these analyses as important documents of reference, and the Railway Association of Canada has created for this purpose a permanent Waybill Analysis Sub-Committee. The Board's Analysis for 1963 was published in August 1964 and contains major changes agreed upon following consultation between the Board's officers and the above mentioned committee. Date heretofore published in respect of 'Multiple Rates' and 'Mixed Shipments' have been discontinued, such data now being included in the five basic categories of freight rates. Also the data formerly shown in the table of Summary of Commodity Groups have been combined with the Commodity Classification by Regions, continuing the commodity information formerly shown.

The 1963 waybill sample consisted of 21,107 carloads of all-rail traffic between Canadian stations. The sample by regions consisted of 2,826 carloads originating in the Maritime Region; 10,068 in the Eastern Region, and 8,213 carloads in the Western Region. The Maritimes Region consists of the four Maritime Provinces and the Province of Quebec (Levis, Diamond, Boundary and east thereof); the Eastern Region extends westward to Port Arthur and Armstrong, Ont.; and the Western Region includes the balance of Canada, except the Yukon Territory. The Analysis does not deal with less than carload traffic, which amounts by weight to less than one percent of the amount of carload traffic, nor does it deal with international traffic, but only revenue carload traffic originating in and destined to Canadian points.

The current waybill analysis consists of six tables comprising: (1) A Summary for Canada by type of rates; (1-A) Traffic originating in the Maritime Region; (1-B) Traffic originating in the Eastern Region; (1-C) Traffic originating in the Western Region; (2) Traffic by Commodities, Region to Region and Total for Canada; and (3) Four Year Summary for Canada. Under these tables details are provided as to carloads, revenue, weight, ton-miles, car-miles, average revenue per ton-mile and per car-mile.

Tables 1, 2, 3 and 4 of Appendix A of this report contain analysis data for the years 1960 to 1963. The information is segregated into three basic categories, (1) normal rated traffic; (2) competitive rated traffic; and (3) statutory grain traffic. In terms of both ton-miles and revenue the 1963 sample of class rated traffic showed a decrease over 1962. Revenue obtained from normal rated traffic continues to decline, and the sample revenue obtainable on competitive rated traffic continues to show an increase. The data shown in Table 1 indicates that normal rated traffic contributes 37% of the total sample revenue, and competitive rated traffic 51%, with the statutory grain traffic contributing the balance of 12%.

The revenue per ton-mile shown in Table 3 is a measure of what the railways earn from year to year for the transportation work performed, i.e., the weight of goods carried and the distance hauled. The trend in the average revenue per ton-mile is shown in the following table by principal commodity groups for the four year period 1960 to 1963. These averages are affected by rate levels, type of rate, length of haul, relative quantities of high and low rated traffic and the sample variations. Statutory grain traffic is excluded from the comparison.

Commodity Group	1960	1961	1962	1963
	cts.	cts.	cts.	cts.
Products of Agriculture	1.97	1.47	1.69	1.44
Animal and Animal Products	3.03	3.11	3.11	3.09
Products of Mines	1.36	1.35	1.28	1.17
Products of Forests	1.73	1.69	1.60	1.60
Manufacturers and miscellaneous	3.10	2.80	2.72	2.52
All Traffic	2.32	2.13	2.12	1.96

A waybill analysis for 1964 is in the process of preparation with publication expected in the Fall of 1965.

Mackenzie River Traffic Analysis

During 1964 the Board initiated an investigation of the traffic, tolls and tariffs of the licensed water carriers operating within the watershed of the Mackenzie River. The purpose of the analysis is to make available pertinent traffic and rate information showing the traffic flow by operational regions within the Mackenzie River area. The Great Slave Lake Railway was being completed during the year and it is anticipated this rail transportation route to additional water terminal ports in the north will influence water transportation to and from ports and places within the Mackenzie River watershed. The Board's Officers conferred with the major transportation companies operating in the area, and obtained from these companies copies of approximately 25,000 bills of lading covering traffic transported during the 1963 shipping season.

For the purpose of the survey the vast Mackenzie River area has been divided by the Board into five operational areas; Area A—Athabaska Region, Area B—Bear Lake Region, Area C—Arctic Ocean Region, Area D—Mackenzie River, and Area E —between Athabaska and Mackenzie Regions. The traffic moving in these five operational areas is divided between southbound and northbound traffic. The mileage for each bill of lading is calculated; the rate, category of rate and class of commodity are all verified, and total gross revenues ascertained.

It is expected that this analysis will be completed early in 1965 and the information it will provide will assist the Board in dealing with charges for services and the degree of public convenience and necessity involved in the licensing of the ships in the area.

ADMINISTRATION OF STATUTORY FINANCIAL ASSISTANCE

The Railway Grade Crossing Fund

From 1889, the Board of Transport Commissioners and its predecessors, the Railway Committee of the Privy Council and the Board of Railway Commissioners, have been concerned with public safety at railway crossings. In 1909 Parliament established The Railway Grade Crossing Fund (8-9 Ed. VII, c. 32) and for the following five years voted $200,000 annually into the Fund, and the Board was authorized to approve disbursement from the Fund to improve safety at crossings in existence on April 1, 1909. Contributions from the Fund to any project were not to exceed 20% of its cost up to a maximum of $5,000.

While the federal contribution to the Fund of $200,000 per annum was not increased until 1948, the federal share of the cost was raised from 20% to 25% in 1919, to 40% in 1926, to 60% in 1955, and 80% in 1958; and the maximum grant per project was raised to $15,000 in 1919, to $25,000 in 1926, to $100,000 in 1928, to $150,000 in 1950, to $300,000 in 1955, and to $500,000 in 1958.

During the decade 1930-1940 additional federal funds of approximately $8 million were made available for highway crossing protection works, in order to stimulate employment. In some cases the money was added to The Railway Grade Crossing Fund and its expenditure was governed by the conditions attached to the Fund, while in other cases it was not placed in the Fund and was not therefore subject to the rules governing the Fund. Such money was spent on level crossings and existing subway and overhead bridges without any limit as to date of construction and the federal contribution could rise to 100% of the project's cost. The usual federal contribution was 70%, although 100% was provided for works in a number of small municipalities. Because of the War the annual parliamentary vote of $200,000 to the Fund was allowed to lapse in 1939 and was not renewed until 1947.

In 1948, the annual federal contribution to the Fund was increased to $500,000, to $1,000,000 in 1951, and to $5,000,000 in 1955. On January 31, 1958, the Minister of Transport announced that the federal government would contribute $10,000,000 to the Fund in addition to the annual statutory contribution of $5,000,000 in order to take care of the heavy demand on the Fund associated with construction of the construction of the Trans-Canada Highway. This additional $10 million contribution was continued in 1959-60 and 1960-61 as an item in the annual Appropriation Act, but was changed to a cash contribution of $5 million and a commitment credit of $5 million by the 1961-62 Appropriation Act. In the 1962-63 Appropriation Act, the additional contribution was $833,000 cash and $9,167,000 commitment credit. For 1963-64 and 1964-65 the total contributions were $5,100,000 cash and $9,900,000 commitment credit for each year.

The 1955 and 1958 Acts (3-4 Eliz. II, c. 41, and 7 Eliz. II, c. 40), which increased the federal contribution to the Fund and the federal share of project costs, relaxed other limitations on expenditure from the Fund. The 1955 Act for the first time allowed the Fund to contribute to the cost of improving or reconstructing existing grade separations and the 1958 Act expressly allowed the Fund to contribute to the cost of the relocation of public utilities and the cost of placing reflective markings on railway cars. The 1958 Act increased for a period of three years (subseqently extended for three years by 8-9 Eliz. II, c. 35 (1960) and a further three years by 12 Eliz. II, c. 28 (1963)) the federal share of the costs of projects.

From the inception of the programme in 1909, until December 31, 1964, the federal government has contributed $137,991,252.42 (cash credit $104,024,252.42 and commitment credit $33,967,000.00) to the Fund ($4,978,192 of which was voted from unemployment relief funds for highway crossing protection works). The funds voted to The Railway Grade Crossing Fund are cumulative, and the sums paid out from the Fund on protective works have been somewhat less that the sums contributed to the Fund, due to the time factor necessary for the financing and construction of works and auditing of accounts before payment is made. Until December 31, 1964 the amounts paid out of the Fund amounted to $90,413,632.58 (including the $4,978,192 aforementioned) and there were commitments outstanding to the amount of $39,533,499.32. Eighty-five (85) per cent of the total expenditures and commitments have been made since parliament increased contributions by the amendments to the Railway Act in 1958.

Section 265 of the Railway Act, as amended, provides for grants from the Fund towards various types of projects as follows:

Up to eighty (80) per cent of the cost of construction of protective works at a crossing at rail level, not exceeding the sum of $500,000 for any one project; and up to fifty (50) per cent of the cost of reconstruction and improvement of an existing grade separation, not exceeding the sum of $250,000 for any one project. No grant may be made from the Fund for work done at a crossing, unless the crossing has been in existence for at least 3 years. The Railway Act also provides for the payment of up to eighty (80) per cent of the cost of removing or relocating public utilities' facilities to permit construction or reconstruction of a grade separation.

While the municipal or provincial share varies and is subject to determination by the Board, the apportionment usually is—

(a) for the installation of automatic protection and improvements to crossings at rail level,—Railway Grade Crossing Fund 80%, railway 7½%, highway authority 12½%;

(b) for new grade separation projects whose total cost is less than $625,000,—Railway Crossing Fund 80%, railway 5%, highway authority 15%;

(c) for the reconstruction of grade separations, the balance of cost, after 50% contribution from the Fund, is allocated as determined by the Board in each case.

RAILWAY GRADE CROSSING FUND

Amount credited to the Railway Grade Crossing Fund by Statutory and other votes from 1909 to December 31st, 1964		$137,991,252.42
Amount paid	$90,413,632.58	
Outstanding Commitments	39,533,499.32	129,947,131.90
Balance Available for commitment		$ 8,044,120.52

Maritime Freight Rates Act

The Canadian National Railways, for its lines situated within the four Maritime Provinces and in part of the Province of Quebec (Levis, Diamond and east thereof), is required under the Maritimes Freight Rates Act to publish and maintain reduced freight rates applying within that territory, and also from such territory to points in Canada west thereof. Freight Rates on traffic moving locally between points within the territory are accorded a reduction of 20%, and the rates on traffic moving from such territory to other destinations in Canada are accorded a reduction of 30% for that portion of the haul within the said territory. The Board is required to approve such reduced rates.

Other railway companies operating within the same territory are permitted to meet these statutory rates, and receive payment for the difference between such reduced rates and the normal rates that would otherwise apply. For these other railway companies the Board is also required to approve the tariffs containing such reduced rates, and to concurrently fix normal rates for reimbursement purposes. Payments of the subsidy to these other railway companies is accomplished by the Board certifying to the Minister of Transport the amounts so payable.

Freight rates frequently change and there is constant demand to recalculate normal rates, requiring many thousand of calculations annually. During the year the Board issued 206 orders approving tariffs of tolls issued under the Act and fixing of normal freight rates. For the twelve months ending June 30, 1964 the Board authorized reimbursement to railway companies, other than the Canadian National Railways, of $2,067,723, viz.:

Canada & Gulf Terminal Railway	$ 26,725
Canadian Pacific Railway	754,562
Cumberland Railway Company	605,652
Dominion Atlantic Railway	382,712
Grand Falls Central Railway	298,072

The following shows the subsidy payments authorized by the Board under the Act during the past five years. These are for the twelve months ending June 30th in each year.

1960	$2,217,648
1961	2,150,094
1962	2,089,497
1963	2,216,821
1964	2,067,723

The Canadian Freight Association filed with the Board a new freight tariff—No. 10, C.T.C. (F) 1679—containing commodity rates including charge for pick-up and delivery service on less-than-carload freight between stations in the Maritimes (excluding Newfoundland) and stations in Ontario and Quebec. This tariff was notated to the effect that the westbound rates were issued under authority of the Maritime Freight Rates Act.

The freight rate structure to and from the Maritimes is constructed by the addition of arbitraries to base rates. This system of rate making has been an integral part of the Maritime Freight Rate structure for over sixty years. Prior to the enactment of the Maritime Freight Rates Act the Maritime Provinces were divided into some seven rate groups with scaled arbitraries applying to and from the area covered by these rate groups. This seven group arbitrary system still prevails in respect of eastbound rates to the Maritimes. On westbound rates, by virtue of the operation of the Maritimes Freight Rates Act in 1927, the Maritimes were divided into four groups in order to give effect to the long and short haul provisions of the

Railway Act. This rate grouping of the westbound rate structure has prevailed since that time, the only change being in the level of the rate structure to reflect the increased cost of railway operations as has been authorized by the Board in various general freight rate cases.

The said new freight tariff distorted this basic rate structure from the Maritimes, not only by the application of different rates from origins in the same groups, but also by making the class rate relationship substantially different. In view of the fact the Maritime Freight Rates Act requires the Board to maintain substituted tariffs below the tolls existing on June 30, 1927, this major distortion in the Maritime class rate structure was an obstacle to maintaining the said statutory rate reduction. The Board accordingly issued Order 114677 dated June 10, 1964 disallowing the tariff as being inconsistent with the Maritime Freight Rates Act.

During the year, The Dominion Atlantic Railway submitted claims seeking reimbursement under the Maritime Freight Rates Act on shipments of barley, oats and wheat from the National Harbours Board elevator at Halifax to destinations in the Maritime Provinces. This traffic was received at the elevator from the Lakehead by water, and rates assessed under the provisions of the Maritime Freight Rates Act. The Board considered that the purpose and intent of the Act is to confer advantages in rates to persons and industries in the Maritimes to enable them to get into the central Canadian market, and that the Act did not apply to grain traffic originating outside the Maritimes. The Board was of the view that acceptance of this traffic as coming within the provisions of the Act would be tantamount to authorizing a reduction on eastbound traffic that was beyond the purpose of the Act. A formal ruling of the Board was issued and appropriate tariff amendments have now been made in accordance with the Board's directives.

In a Judgment dated March 31, 1964, in respect of certain freight rates on coal on the Cumberland Railway, the Board directed that the Cumberland Railway file tariffs putting into effect a revised rate structure which would remove distortions in the rates on coal between certain points on the railway. Accordingly, appropriate tariffs have been filed with the Board and are notated to the effect that they are issued in compliance with that Judgment and the Maritime Freight Rates Act. In accordance with Board's direction the said tariffs have been approved and normal rates fixed for the purpose of reimbursement under that Act. The tariffs came into effect on October 1, 1964 and subsequent dates.

Bridge Subsidy (Trackage Maintenance Subsidy)

The Railway Act (section 468) authorizes payments annually to the Canadian Pacific and Canadian National Railways for the cost of maintaining certain trackage in the Lake Superior District, such payments being subject to a maximum amount of $7,000,000. The Act requires that the amount of the subsidy paid be applied to a reduction in the relative level of rates applying on freight traffic across the "bridge" as may be directed by the Board.

The formula devised by the Board for the reductions in freight rates was that part of the reduction be a percentage of the rate and part be a fixed sum per hundredweight. As a result of changes in the volume and composition of traffic passing over the subsidized trackage, and changes in the length of haul, adjustments are made in the formula from time to time. During 1962 and 1963 there were continuing substantial increases in the volume of subsidy traffic and also a change in the category of such traffic. This was partially due to heavy eastbound movements of potash from western Canada and considerable movements of skelp and pipe westbound from eastern Canada. It was necessary that the Board adjust the rate factors for the subsidy year commencing March 1, 1964 in order to allocate the $7 million more

evenly over the total subsidy traffic. General Order 905 dated February 4, 1964 accordingly revised the reduction in the freight rates applicable over the "bridge" between eastern and western Canada.

The following shows the formula applied since the inception of the "Bridge Subsidy" in 1952.

Effective date	Percent of reduction in basic rate	Reduction in cents per 100 lbs.
May 1, 1952	2.53	5.8
May 1, 1953	3.50	9.5
November 1, 1955	3.50	16.5
March 1, 1956	3.50	9.5
March 1, 1957	3.50	7.5
March 1, 1959	3.50	10.5
December 1, 1959	4.72	15.0
March 1, 1964	3.50	9.5

Freight Rates Reduction Act and Related Legislation

The Freight Rates Reduction Act, which was passed in July 1959, provided for payment of a subsidy not to exceed twenty million dollars for a 12-month period and it required the Board to order a corresponding reduction in certain freight rates. Pursuant thereto, the general increase of 17% which had been authorized by Board Order No. 96300, November 17, 1958, was reduced to 10%, and later to 8%. Amendments to the Act provided for a similar subsidy in 1960 and 1961. The Act expired on April 30, 1962, and since that time the transportation companies concerned have voluntarily maintained the reduced freight rates and Parliament has voted the funds to reimburse these companies for resulting diminution in their freight revenues.

In addition to the so-called $20 Million Subsidy to companies maintaining reduced freight rates under Board Orders, Parliament authorized additional payments to these same companies in the amount of $50 million for the calendar years 1961 and 1962.

Vote 213a of the Supplementary Estimates (A) 1963-64 combined a further $50 million vote with a further $20 million vote to provide for continuation of payments to companies subject to Board Order No. 96300 for maintenance of the reduced freight rates. A similar provision was made in Vote 84c of the Supplementary Estimates (C) 1964-65, i.e., $50 million in respect of the calendar year 1964 and $20 million is respect of the fiscal year ending March 31, 1965.

The payments in respect of the so-called $20 Million Subsidy since July 1959 have totalled $98.2 million up to December 31, 1964. Total payments in respect of the $50 Million Subsidy since 1961 have been $195.6 million. Canadian National and Canadian Pacific Railways have received about 96½ per cent of the total payments under these subsidies, the balance of 3½ per cent having been made to 12 other smaller companies subject to Board Order No. 96300.

INSPECTIONS, INVESTIGATIONS, EXAMINATIONS, AND CHANGES IN REGULATIONS

In addition to its administrative organization at Ottawa a staff of field officers consisting of District Engineers, District Inspectors and Examiners is available to the Board in carrying out its statutory duties. Certain of these field officers operate out of headquarters at Ottawa while others are asigned to district offices located at eight different points extending from St. John's, Newfoundland to Vancouver, B.C.

The principal activities of this field organization are summarized under appropriate headings hereunder:

Accident Investigations

Particulars with respect to the nature and volume of accidents which were reported to the Board during the year 1964 are tabulated in Appendix "C", Statements 1 to 6 inclusive.

It will be noted that the total number of such accidents amounted to 3,447. This includes 433 accidents which occurred at public crossings involving collisions between rail movements and highway vehicles and resulting in death or personal injury. The total number of such accidents amounted to 433 in the year 1964, resulting in 154 persons being fatally injured and 570 persons suffering less serious injuries. This represents a decrease of 43 in the total number of public crossing accidents over the previous year with a corresponding decrease in the casualties involved.

It is significant to note in this connection that motor vehicle registration for the year 1963 amounted to 6,074,655 reflecting an increase of 299,845 over the year 1962.

While motor vehicle registrations continue to increase at the rate of about 5 per cent annually, totalling approximately 6,350,000 at December 31st, 1964, and accidents which resulted in death or injury on the highways of Canada have shown a marked increase during 1964, rising approximately 11 per cent over 1963, accidents resulting in death or injury at highway-railway crossings in 1964 declined about 10 per cent from the 1963 figure. The table below gives yearly figures.

Year	No. of Accidents Which Resulted in Death or Injury at Highway–Railway Crossings in Canada	Percentage to Total Accidents	Total No. of Accidents Resulting in Death or Injury on Highways in Canada
1954	454	1.01	44,800 approx.
1958	516	0.90	57,249
1959	546	0.91	59,965
1960	473	0.74	63,798
1961	444	0.63	70,543
1962	428	0.55	78,275
1963	476	0.54	87,860
1964	433	0.45	96,500 approx

Coincidental with this decrease, the number of crossings which have been protected by the installation of automatic protection or other safety devices has increased. This improvement can, in large measure, be attributed to the increased financial assistance made possible through The Railway Grade Crossing Fund.

In its efforts to promote safety in railway operations and to ensure that public crossings are adequately protected, the Board requires that all public crossing accidents attended by personal injury be thoroughly investigated by a Board's Inspector. The Railway Act places an obligation on the railway company concerned to limit the speed of all trains to 25 miles an hour over any public crossing at which such an accident has occurred. This speed limitation remains in effect until such time as an officer of the Board inspects the crossing and the Board removes the limitation. In instances where improved protection is considered necessary, action is taken by the Board to implement recommendations to that effect.

The Board also requires its Inspectors to review all train accidents, including collisions, derailments, etc., as well as other types of accidents, with a view to

promoting greater safety. Also, in dealing with matters relating to the safety aspects of railway operations, the Board's technical officers periodically meet with representatives of the railways subject to its jurisdiction and the Legislative Representatives of the Railway Transportation Brotherhoods. This procedure has the effect of resolving issues which might otherwise require formal action on the part of the Board.

Of particular concern to the Board is the safe rail transportation and storage of dangerous commodities such as explosives, flammable liquids, radioactive materials, etc. No deaths or serious injuries resulted from accidents initiated by dangerous commodities during their transportation by rail in 1964 and property losses were moderate. However, there were several rail transportation accidents in Canada during the year, which, although not initiated by dangerous commodities, were greatly aggravated by their presence.

Only one bulk storage facility subject to the Board's jurisdiction was involved in a reportable accident in 1964. Damage was estimated to be $2,600.00.

Operational Inspections

Particulars relating to the inspection of railway equipment by Board's officers are tabulated in Appendix "C" Statements 7 to 10. It will be noted that during the year 1964 there were 8,663 locomotive inspections and that 79,524 units of car equipment were inspected. Where defects are found as a result of these inspections, they are reported to the appropriate local railway officer for prompt correction. The current trend to introduce new types of equipment for general use as well as specialized single commodity cars is resulting in substantial changes in the design of Canadian railway equipment. The Board's regulations place no specific restrictions on the general structure or design of such equipment, provided that the requirements of the Railway Act with respect to standard clearances are complied with and the cars are equipped with a suitable complement of safety appliances. The unusual design of some of the newer types of equipment has made it necessary for the Board to modify certain of its regulations to meet this trend. These modifications were made possible by virtue of the use of modern and more efficient operating practices developed by the railways in recent years. Among the most significant changes in railway equipment dealt with by the Board during the year were:

(i) The introduction of an articulated ore car of special design for use on the Wabush Railway Company in northeastern Quebec, especially designed for the transportation of ore concentrates.

(ii) The use of box cars built to much larger dimensions than conventional cars of this type and equipped with special underframe cushioning devices.

(iii) The acceptance in Canadian railway service of special type cars designed for handling of larger cargoes of newsprint, automobiles and auto parts.

Eight hundred and twenty-three bulk storage facilities for dangerous commodities were also inspected during the year for compliance with the Board's regulations.

Engineering Inspections and Examinations

During the past year the Board's Engineers travelled in excess of 375,000 miles to conduct 2,673 inspections and investigations relating to applications for the Board's approval of works and to make 583 audits of accounts submitted to the Board for a contribution from The Railway Grade Crossing Fund.

Improved standards of highway construction have necessitated improvements being made at highway-railway crossings and in keeping with these, the Board's Engineering Branch has continued to review the Board's regulations and specifications governing the construction and improvement of crossings.

Particularly close and intensive engineering examinations were made of any subdivision of the railway where a derailment had occurred to ascertain the cause and to ensure that proper precautions had been taken and that trackage was being properly maintained.

Examination of Financial Records

During the year 1964 the Board's Examiners conducted field examinations of railway accounting records relating to investment in property, revenues, expenses and the consolidation of regional reports in the Head Offices of the Canadian National and Canadian Pacific.

In the case of Canadian National the examinations were made in Regional Offices located in Moncton, Toronto, Winnipeg and Edmonton. Examinations were also conducted at a representative number of Area Offices, at Point St. Charles Shops for rolling stock maintenance and at Telecommunications centers.

The accounting records of the Canadian Pacific Railway located in Regional Offices at Montreal, Toronto, Winnipeg and Vancouver were examined, as were the records for Telecommunications operations at various locations and the equipment maintenance records at Angus Shops in Montreal.

An examination of the financial records of The Bell Telephone Company was made in the Montreal and Toronto offices, and an examination of British Columbia Telephone Company records was made in Vancouver.

Tariff and Toll Inspections

"Straight" and "Order" Bills of Lading: — The most important document in the transportation industry is the bill of lading. It combines in one instrument the functions of: (1) a receipt to the shipper for the goods; (2) a contract to transport the goods, subject to the terms and conditions of carriage; and (3) as to the "Order" bill of lading, a negotiable instrument, the lawful holder of which is the person entitled to receive or direct delivery of the goods.

Bills of Lading, being contracts of carriage whereby railway companies limit their liability, are authorized or approved by the Board under Section 353 of the Railway Act.

During the year, the railways made representations to the Board stating that based on extensive changes in the handling of freight traffic to meet present day competition, it had been necessary to put new speed billing forms into operation, which were considerably smaller than the existing form of bills of lading, and that these forms were not of sufficient size to contain all the terms and conditions of carriage by reference.

The Board reviewed the matter and issued its General Order 909 dated December 9, 1964 prescribing the terms and conditions for the carriage of freight traffic. Such terms and conditions are required to be published in the Canadian Freight Classification and must also be made available to any shipper at all railway freight agency stations and freight offices. This authority also permits the use of any form or style of bills of lading desired by shippers and the railways.

Livestock Bill of Lading: — The railways requested approval of increased valuations for cattle and calves as set out in the terms and conditions of carriage under the livestock bill of lading. In approving these increased valuations the Board also required that reference to any form or style of livestock bill of lading be deleted. General Order 908 dated October 1, 1964 was issued, prescribing the terms and conditions of carriage of livestock traffic and also the special contract with attendants in charge of stock.

Canadian Freight Classification: — The Board was requested to modify its regulations in respect of changes in the Canadian Freight Classification, it being contended that the period of time for putting changes into effect was unduly long. Also it was desired by shippers that reduced classification ratings to be made directly by means of supplements to the Classification and that the present cumbersome procedure prescribed by General Order 784 be dispensed with. The Board reviewed the matter and General Order 904, dated February 3, 1964 was issued, prescribing new regulations governing the construction, filing and posting of the Canadian Freight Classification. These regulations modified the former regulations to the following extent:

1. Reductions in classification ratings and changes in package specifications or descriptions permitted in supplements to the Classification on 30 days' notice following Board approval.
2. Publication of increases in the Classification permitted on one day's notice upon expiry of 30 days' notice to interested parties and Board approval.
3. Publication once of the notice in the Canada *Gazette* of the submissions to the Board from the Canadian Freight Association of proposed increased classification changes.
4. The regulations under General Order 784 withdrawn.

Telephone Exchange Rate Grouping: — Charges for telephone exchange service are graduated according to the total number of telephones inter-connected within the calling area of each exchange. These graduated charges are generally applied in the following manner:

Rate Group No.	Number of Telephones in Exchange Service Area
2	1 — 1,000
3	1,001 — 2,000
4	2,001 — 5,000
5	5,001 — 10,000
6	10,001 — 20,000
7	20,001 — 50,000
8	50,001 — 100,000
9	100,001 — 250,000

The grouping of local telephone exchange service for rate making purposes is designed to recognize the varying value of service as between exchanges of different size, and the factor of increased expenses associated with increases in the size of exchange areas. Growth of telephone service within a particular exchange area not only increases the range of calling available to customers, but also increases the cost of furnishing service as a result of the necessity of interconnecting all customers within the exchange area.

As the size of an exchange changes the Board directs it to be regrouped, either to a higher or lower group, as the case may be, in order to avoid any condition of unjust discrimination as between exchanges of comparable size. During the year, 23 exchanges of The Bell Telephone Company; 7 exchanges of British Columbia Telephone Company and 5 exchanges of the Canadian National Telecommunications in Newfoundland, were assigned to higher groups under direction of the Board.

Extended Area Telephone Service: — Extended area telephone service is an extension of flat rate calling privileges from one exchange to another to eliminate long distance charges between communities sharing a community of interests. This service is provided by the telephone companies according to the needs of the sub-

scribers and the subscribers' willingness to pay the appropriate rates. The decision to implement such service rests with the telephone companies, following the canvassing of telephone subscribers to ascertain if extended area service would be desired. During the year there were 162 expansions of extended area service by The Bell Telephone Company; two expansions by British Columbia Telephone Company, and one expansion by the Bonaventure and Gaspe Telephone Company.

ANNUAL REPORTS OF COMPANIES UNDER THE BOARD'S JURISDICTION

Operating results for companies under the Board's jurisdiction are shown in Tables 5 to 9 of Appendix "A." For railway and telephone companies which report monthly, a cumulation of nine or ten months' data for 1964, available when this report was assembled, has been compared with the same months of 1963. The 1964 reports of Mackenzie Waterways Companies and International Bridges were not available.

Railway Companies

Class I Railways — Combined rail operations for the Canadian National and Canadian Pacific Railways are shown in Table 5 of Appendix "A." For the first ten months of 1964 the rail operating revenues of Class I Railways showed an increase of 8.8 per cent over the same period of 1963. The ten months' revenue figures are affected by varying dates of subsidy payments or accruals. The rail expenses of Class I Railways increased by 7.3 per cent. Due in part to grain traffic, the revenue freight ton-miles for ten months of 1964 increased 18 per cent over those for 1963. Operating income, after taxes, for the ten months of 1964 increased by more than $16 million over the corresponding period of 1963. Revenue passenger miles during ten months of 1964 were 32 per cent higher than 1963.

Class II Railways — Combined operations of sixteen Class II Railways are reported in Table 6 of Appendix "A." For nine months of 1964, as compared with the same period of 1963, rail revenues increased by 16.8 per cent and expenses increased by 12.8 per cent. Revenue ton-miles were 23.2 per cent higher for the first nine months of 1964.

Telephone Companies

Operational data for The Bell Telephone Company and British Columbia Telephone Company are shown in Table 7. The ten months' trend of 1964 over 1963 shows operating revenues up 8.1 per cent, while expenses increased 7.4 per cent. Retained earnings were higher by about four million dollars. Telephones in service increased at the rate of over 5 per cent annually from 1962 to 1964. Total invested capital at the end of October, 1964 stood at $2,146 million, which was $165 million more than at October 31, 1963.

Mackenzie Waterways Companies

Traffic carried by these companies in 1963 increased slightly over 1962. Total operating revenues increased 15 per cent and operating expenses increased by 14 per cent with the result that there was a minor rise in net operating income.

International Bridge and Tunnel Companies

International motor traffic in 1963 showed substantial increases over 1962. Vehicles handled, increased by 8.5 per cent and passengers therein, increased by 3.6 per cent. The revenues showed an increase of 13.6 per cent, and net operating income increased by $1.2 million.

DISCONTINUANCE OF RAILWAY SERVICES AND ABANDONMENT OF LINES

Station Services

During the year, there were 175 applications filed by the railways for removal of agents, replacement of agents with caretakers and removal of caretakers. When opposition to the proposal is filed with the Board, as happens in the majority of cases, opportunity is afforded interested parties to present their views. In such cases applications are reviewed by an officer of the Board with local municipal officers and other interested parties.

Authority for the removal or replacement of station buildings was granted at certain points where conditions justified a change in the type of station facility provided.

Branch Line Abandonments

Thirty-one applications for permission to abandon railway branch lines were filed during the year 1964. Each of these applications, when proceeded with, involves a joint investigation on the ground by the Board's field inspection officers, following which joint reports and recommendations are submitted to the Board. In instances where objections are raised, formal hearings are usually held before disposing of the applications.

Train Services

The Board was called upon during the year to intervene in certain cases where railway companies proposed making reductions in existing passenger train services. In these cases, because of strenuous public opposition to the removal of the trains, the railway companies concerned were directed to defer the proposed reductions pending investigation of the complaints filed. These cases are listed for public hearing during the year 1965.

GRADE SEPARATION, CONSTRUCTION AND OTHER WORK AT RAILWAY-HIGHWAY CROSSINGS, 1964

During the year, the Board approved the construction of seventy-eight (78) new grade separations and authorized grants from The Railway Grade Crossing Fund towards the cost of constructing thirty-six (36) of these grade separations where an existing level crossing was eliminated. The reconstruction and improvement of twenty-four (24) existing grade separations was also approved by the Board and contributions towards the cost of twenty-two (22) of these projects were authorized from the Fund. In order to proceed with these projects, it was necessary to remove or relocate the facilities of sixty-three (63) public utility companies and contributions were made in each case towards the cost of relocating these facilities. The Board also authorized grants from the Fund towards the cost of five (5) railway or highway diversions which eliminated level crossings. A listing of these projects is shown in Tables 3 and 5 of Appendix "B" and a general summary by provinces of those to which the Board did or did not make a contribution may be found in Table 9 of Appendix "B."

Also during the year, the Board dealt with 387 applications for the installation of automatic protection at railway-highway crossings and authorized contributions from The Railway Grade Crossing Fund towards the cost of 365 of such installations. Grants were also made towards the cost of modernizing protection at ninety-one (91) crossings. For details concerning these installations, see Tables 6 and 7 of Appendix "B" to this report.

Reflectorized crossing signs were installed at 2,521 crossings during 1964 and, at a further 357 crossings, reflectorized crossing signs were relocated from crossings where automatic protection was installed.

Improvements to the vision and approach grades were authorized at 138 crossings, and 76 of these locations the Board was able to authorize a contribution towards the cost of the work, from The Railway Grade Crossing Fund. Table 8 of Appendix "B" lists the various locations where improvements were made and the extent of the grant from the Fund.

Municipalities and provinces requested and received authority to widen and improve 258 crossings. Permission was also given highway authorities to open 196 new crossings and to close 96 existing crossings.

A summary by provinces of the protection installed and the improvements made at crossings may be found in Table 10 of Appendix "B."

Applications were made to the Board by the railways for approval of the installation of, and changes to, signals and interlocking switches at diamond crossings, bridges or junctions. Approval was given by the Board to the installation of 593 miles of Centralized Traffic Control or Block Signalling and to 8 interlocking plants.

The Board also approved 584 miscellaneous works which dealt with railway construction and maintenance; i.e., bridges, fencing, drainage, wire crossings, etc. Table 11 of Appendix "B" lists by provinces the various other works approved by the Board during the year, and Table 12 shows the numbers and types of protection at crossings by provinces.

Construction of New Lines and Terminal Facilities

The Canadian National Railways are well advanced in the construction of the Great Slave Lake Railway, a railway line commencing at Mile 60.2 Peace River Subdivision of the Northern Alberta Railways and extending northward to Hay River and Great Slave Lake, a distance of approximately 377 miles. From a junction near Hay River a branch line will be constructed easterly to Pine Point, approximately 53 miles in length. Track laying has now been completed except for Hay River Yard and the Railway and Mine Yards at Pine Point. Erection of bridges is now complete.

Construction of the new Toronto Yard and access line has progressed during 1964 to the point where the facility is nearing completion and it is anticipated the yard will be in operation early in 1965.

Completion of the remaining work on a branch line 14.7 miles long, commencing at Mile 40.0 Bathurst Subdivision, was effected during 1964.

Work was continued on the construction of a new yard and protection as Saskatoon, Saskatchewan, replacing facilities at City and Nutana Yards. This project also includes relocating portions of the Rosetown Subdivision and portions of the Asquith Subdivision.

The Canadian Pacific Railway has completed and placed in service its new automated gravity switching yard at Agincourt.

ISSUANCE OF LICENSES AND PERMITS

Forty-seven (47) Special Permits, approving new types of packaging for trial use and authorizing various packaging innovations not covered by the Board's regulations for the transportation of dangerous commodities by rail, were issued during the year. Most of these were to approve containers designed for the rail transportation of large radioactive sources.

Water Carrier Licensing

The transport Act requires that ships of gross tonnage exceeding 500 tons, carrying traffic other than in bulk between ports and places in Canada within the area of the Great Lakes, and of gross tonnage exceeding 10 tons carrying all traffic between ports and places within the watershed of the Mackenzie River, must be under a license pursuant to the provisions of the Act, and authorizes the Board to issue such license upon being satisfied that public convenience and necessity require such transport.

Frenchy's Transport Limited, a new operator in the Mackenzie River area, was granted a license to operate one tug and two barges on Great Slave Lake and Slave River. In granting this license the Board stated that it was doing so upon the submitted evidence of public convenience and necessity and subject to review of the situation in the light of experience gained from the operations conducted during the year. The Hamilton Harbour Commission, also a new licensee, was granted a license in respect of the vessel "Cargo Master," a 75-ton derrick barge, for handling heavy lifts and lightering in the Port of Hamilton, and for the transport of goods on Lake Ontario.

The following tables summarize details of licenses issued for the years 1960 to 1964 inclusive:

Great Lakes and St. Lawrence River Area

Year	Number of		Total Licensed Gross Tonnage
	Carrier	Vessels	
1960	6	65	241,846
1961	6	59	230,990
1962	6	45	218,109
1963	5	40	197,073
1964	5	38	192,825

Mackenzie River System

Year	Number of			Total Licensed Gross Tonnage	
	Carriers	Tugs	Barges	Tugs	Barges
1960	6	35	130	3,930	33,034
1961	5	31	122	3,399	30,891
1962	5	32	115	3,789	30,541
1963	6	34	118	3,693	30,762
1964	6	34	122	3,805	32,494

Prior to November 5, 1964, a license fee of 1¢ per ton, gross tonnage, maximum $25.00 per ship and a minimum fee of $5.00 per application had been fixed by the Board and approved by the Governor in Council. On the above-mentioned date, the Governor in Council, by Order in Council P.C. 1964-1735 approved a recommendation of the Board that the maximum fee of $25.00 per ship be discontinued.

PREVENTION AND CONTROL OF FIRES ON RAILWAYS

During the 1964 fire season, approximately 16,100 miles of railway right of way subject to the Board's jurisdiction, traversed areas in Canada classified as forested and on which some type of fire patrol was prescribed by the Board under the provisions of General Order No. 903.

Within this forested mileage, 223 fires occurred which were said to have been caused by railway operations. These fires burned over 2,571 acres of land, with damage estimated at $16,908.60. Detailed statistics are reported in Statement No. 11.

In addition to the above mentioned, 47 other fires charged to causes other than railway or for which the cause is unknown, burned over 184 acres with damage estimated at $1,162.00.

Railway Fire Patrols

Fire patrol requirements under the terms of paragraph 13 of General Order No. 903 were forwarded to all railways concerned.

Forested mileage along the various railways upon which protection is prescribed is as follows:

	Mileage
Special Power Speed Patrols	2,471.5
Special Section Patrols or mileage on which these may be requested	5,244.4
Mileage in forested territory on which no special patrol required—detection, reporting and extinguishing of fires being part of the regular duties of section forces or other employees	8,395.4
TOTAL	16,111.3

TARIFFS OF TOLLS

The statutes require that tariffs of tolls be filed with the Board in respect of certain tariffs, the Board's approval is required. These tariff publications, ranging in size from a single sheet to a large book, contain the rates, fares, charges and regulations for the services offered by the transportation, communication and international bridge companies under the Board's jurisdiction. For this purpose, regulations governing the construction, filing and posting of these various tariffs have been prescribed by the Board.

During the year, the following tariffs containing many thousands of rates, fares, charges and regulations of these companies were filed in the tariff records of the Board:

Railways	
Freight Tariffs	36,404
Agreed Charges	1,597
Passenger Tariffs	1,513
Express Companies	3,170
Water Carriers	
Freight Tariffs	267
Passenger Tariffs	2
Communication Companies	
Telephone Tariffs	1,422
Telegraph Tariffs	185
International Bridges	1
TOTAL ALL TARIFFS	47,561

Ancillary tariff documents totalling 259 were also filed, viz., 18 powers of attorney, 29 concurrences and 212 revocations. Applications for authority to depart from the provisions of the tariff regulations totalled 86, of which 11 were denied. The Board rejected 172 tariffs for failure to comply with the tariff regulations.

Agreed charges are filed as tariffs but are agreements between shipper and carrier, respecting the volume of traffic and applicable charges. Such agreements are authorized by Part IV of the Transport Act. These agreements are contracts between the shipper and the railway. There were in effect at the end of the year, 1,546 separate agreed charge agreements involving some 2,384 different shippers.

The following shows the number of new agreed charge agreements, and amendments to agreements, filed during the past five years:

	1960	1961	1962	1963	1964
New Agreements	248	254	210	210	200
Amendments to agreements	779	1,010	1,038	1,055	1,396
	1,027	1,264	1,248	1,265	1,596

Railway express service on the Ontario Northland Railway was formerly performed by the Canadian Pacific Express Company and Canadian National Express Department. Effective April 26, 1964 the Ontario Northland Railway took over the railway express operations on its own line. The said railway company became a member of the Express Traffic Association of Canada and became a party to all tariff publications of that Association as well as the international express tariffs of the Railway Express Agency.

The Bell Telephone Company revised its rate structure for key-telephone service. Key-telephone systems are miniature private-branch-exchange systems which are incorporated within a single telephone instrument. The telephone companies filed tariffs with the Board readjusting the charges for Trans-Canada long distance telephone service. This adjustment in the charges constituted both increases and reductions to the users of the long distance service.

The British Columbia Telephone Company filed new tariffs with the Board covering long-distance traffic between British Columbia points and United States points, effective January 1, 1965. The new long-distance rate schedule generally provides for decreases in rates, although there will be some small increases on calls to the Eastern and South-eastern States. Overall, the new rate schedule will result in a reduction of some $476,000 annually, about one-half of which will accrue to the benefit of British Columbia customers.

The Board fixed freight charges under Part IV of the Transport Act for the account of the Alberta Phoenix Tube & Pipe Limited and Big Inch Pipe Corporation on skelp from Eastern Canada to Calgary and on pipe from Calgary to the British Columbia coast, on the grounds that the businesses of the said companies were unjustly discriminated against by Agreed Charges C.T.C. (AC) 63 and 89. The said fixed charges came into effect on March 1, 1964.

Authority has been obtained from Treasury Board to destroy tariffs issued by American tariff authorities applying on northbound international traffic from the United States to Canada that have been cancelled at least seven years. These international tariffs have also been published by the American authorities under the provisions of the Interstate Commerce Commission. These cancelled tariffs can be made available to the Board in the event the Board requires historical tariff information from such documents.

Tariff Applications Pending

An application was filed by the Dominion Malting Company Limited, concerning switching charges on inbound carload shipments of barley to its plant at Transcona, Manitoba, and on outbound carload shipments of malt and malt sprouts from the plant. The Dominion Malting Company requested that the Board direct the Canadian National Railways to charge $5.00 per car maximum in each direction for switching service to and from the interchange with the Canadian Pacific Railway at Paddington, located in the Winnipeg terminals. The Canadian National Railways, in answer to this application, stated that a rate of 3¾ cents per 100 lbs. for each of these switching movements has application and that the said rate of 3¾ cents is reasonable in relation to similar movements at other stations in Western Canada. The matter was heard by the Board at Winnipeg, Manitoba on November 20-21, 1964 and judgment is pending.

The Canada Transportation Service, Winnipeg, Manitoba, filed an application with the Board seeking a ruling as to the freight rates applicable on carload shipments of fruits and vegetables from points in California to Fort William and Port Arthur, Ontario, during the period January 1, 1956 to January 1, 1962. The matter was heard at Winnipeg, Manitoba on November 18-19, 1964 and judgment is pending.

The Maple Leaf Mills Limited, Robin Hood Flour Mills Limited and Pillsbury Canada Limited filed a joint application requesting disallowance of certain tariffs applicable on grain products milled or otherwise processed from grain received ex-lake at Port Colborne, Humberstone and Midland, Ontario. It is alleged by applicants that the Board erred in its judgment of December 19, 1952 in dealing with this same matter. It is contended that certain rates on grain products are unreasonable and discriminatory to the extent that such rates include a charge for stop-off, or milling-in-transit, for which the railways provide no service. Judgment is pending.

The Blue Water Bridge Authority, operating the international bridge between Sarnia, Ontario and Port Huron, Michigan, filed with the Board a tariff of new bridge tolls. Objections have been taken to the new tolls. The matter is scheduled to be heard by the Board at Sarnia, on February 9th, 1965.

An application was filed by the Canadian Fruit Wholesalers' Association seeking a ruling from the Board in respect of detention charges on railway refrigerator car equipment. The tariff applications are now before the Board and issuance of formal ruling is pending.

SUMMARY OF SELECTED DECISIONS OF THE BOARD

Industrial Wire and Cable Company Limited Application for an Order declaring that the ownership of shares of Northern Electric Company Limited by The Bell Telephone Company of Canada is Ultra Vires Bell's Special Act 54 J.O.R.&R. 47

The Board held that the telephone line owned by Northern is the type of telephone line envisaged by section 4 of Bell's Special Act, and therefore confers sufficient authority upon Bell to own shares in Northern. The Board stated that the telephone line is a line of telephonic communication that Northern Electric possesses as proprietor within the meaning of section 4 of Bell's Special Act, and therefore that Bell has the power to become a shareholder in Northern Electric by virtue of that section and the possession by Northern of the said line. Further, the Board held that that power is not elsewhere or otherwise taken away.

A motion to the Supreme Court of Canada for leave to appeal against this judgment was denied.

Re Canadian Pacific Railway Company And The County of Portneuf And The Department of Roads of The Province of Quebec. 54 J.O.R.&R. 463

On June 28, 1963, Board Order 111583 authorized the construction of a deviation of the existing highway across and under the railway bridge over the Jacques Cartier River, mileage 134.9 Quebec Subdivision, while reserving the cost for further consideration and Order of the Board.

The Board pointed out that the Quebec Department of Roads did not need leave to construct this diversion, but it did need leave to cross under the railway bridge. The diversion was not made to eliminate a level crossing or to divert substantially all highway traffic, nor was it a reconstruction and improvement of the grade separation, and therefore the Board held that the work actually done was not in fact a work contemplated by section 265 of the Railway Act.

As a result of that finding, the Board held that it did not have the jurisdiction to authorize a grant from The Railway Grade Crossing Fund towards the cost of the authorized work and an Order was issued accordingly.

An appeal from this Order is pending before the Supreme Court of Canada.

The Department of Roads of the Province of Quebec applied for an Order apportioning the cost of construction of an Overhead Bridge carrying Highway No. 1 across and over the Canadian Pacific Railway, Sherbrooke Sub-division at Mileage 100.36. 54 J.O.R.&R. 479

By Order 109763, dated December 7, 1962, the Board had authorized the construction of an overhead bridge to replace a subway which had been constructed in 1908. It was found that the bridge had become inadequate, thus contravening section 267 of the Railway Act which requires that every structure by which any railway is carried over or under any highway . . . be so constructed and at all times be so maintained as to afford safe and adequate facilities for all traffic passing over, under or through such structures.

The railway was ordered to contribute towards the cost of this structure on a percentage basis.

Where the construction of a grade separation is ordered by the Board to eliminate a level crossing that has been in existence for at least three years prior to the making of the Order, it is the practice of the Board to authorize a contribution from The Railway Grade Crossing Fund, not to exceed 80 per cent of the cost of construction, or $500,000, whichever is the lesser, and to impose upon the railway 5 per cent of such cost or 25 per cent of the remainder.

Where a grade separation is reconstructed and improved, a contribution of 50 per cent of such cost may be authorized from The Railway Grade Crossing Fund.

The Board found that the responsibility of the railway is no less in respect of the replacement of an inadequate grade separation than it is for the construction of a grade separation. Thus, the Board placed upon the railway 12½ per cent of the total cost, being 25 per cent of the remainder.

An appeal from this Order is pending before the Supreme Court of Canada.

Canadian National Railways' Proposed Cancellation of Mixed Trains 251 and 252, Prince Edward Island. 54 J.O.R.&R. 127

The Canadian National Railways posted a notice to the effect that they proposed to cancel mixed trains 251 and 252 running between Charlottetown and Tignish. The cancellation of these trains represented a change in service only, and the Railway Act does not require the railway to file an application with the Board for such change.

The Board reasserted the guiding principle in these cases that it weighs the loss incurred by the railway through continuing the service against the loss and inconvenience to the patrons of the railway that would result from this discontinuance.

The railway submitted two proposals for alternative operations both of which will result in an operating surplus and an annual financial improvement to the railway.

The Board having found that the service outlined in one of the proposals should meet the needs of the shippers as well as the scheduled daily service and that it was reasonable, allowed the discontinuance of these trains.

It was pointed out in the judgment that if after one year the railway considered that the service has exceeded the needs of the patrons or the patrons considered the service inadequate for their needs, either party may make an application to the Board to review the situation.

Joint Application of Northern Telephone Limited and the Town of Kenora for an Order requiring The Bell Telephone Company of Canada to provide such use, connection or communication for the Applicants to obtain direct communication between The Kenora Toll Centre and The Bell Telephone Company. 54 J.O.R.&R. 437

This application was made pursuant to section 380 (8) of the Railway Act for an Order that Bell should provide to the Applicants an interconnection of their facilities with those of Bell at Fort William.

The Board found that all long distance toll traffic to and from Kenora and its immediate vicinity is handled through Kenora toll facilities which have been leased to Northern Telephone.

The Town of Kenora owns its own telephone system but had leased its toll exchange and facilities to Northern, thus interposing Northern between its system and the outside circuits.

The Board held that Kenora could not ask for an interconnection of its system with that of Bell at Fort William since it had no facilities with which to make such an interconnection.

As to Northern, the Board found that there was no evidence to show why an interconnection at Fort William for traffic to and from Kenora should be ordered merely because Atikokan traffic is interconnected at that point.

The Board also found that Northern, in order to carry out its obligations incurred by its lease of the Kenora facilities, desires to obtain a share of line-haul revenue which it had not enjoyed in the past, by invoking the powers of the Board under section 380 (8) of the Railway Act.

The Board held that section 380 (8) was not enacted to promote the interests of other telephone systems but is designed to enable Bell long distance facilities to be brought to that portion of the public not directly served by Bell, and thereby affording long distance service to the territory served by Bell and its connections, both in Canada and elsewhere.

The Board held that its main obligation was to assure the continuance of long distance calling between the Kenora toll centre and the Bell system and its tributary connections, and that to accomplish this, it had not been necessary in the past to interpose the Northern system, nor was it necessary to do so in the future.

The Board therefore dismissed the application.

La Perrelle Lumber Company Limited and Canadian Car Demurrage Bureau. 54 J.O.R.&R. 321

The lumber company complained that it had paid $2,292 for demurrage charges in respect of cars of lumber delivered in the period February 28, 1960, to December 31, 1961, and claimed that it was entitled to an adjustment of that charge in respect of the "bunching" and "run-around" rules in the Special Arrangements Tariff of the Canadian Car Demurrage Bureau, and more particularly Rule 7 thereof.

The Demurrage Bureau refused the claim on the ground that it was made sixty days after the date on which the bills for demurrage were submitted to the Applicant, in violation of the said Rule 7.

The Board held that the effect of Rule 7 is that, in the case of bunching, demurrage is chargeable and free time not allowed unless a claim for adjustment in respect of the alleged bunching is made within sixty days after the date on which the bill for demurrage is rendered. It further found that the Applicant's claim for adjustment was not made within that prescribed time, and that consequently no adjustment was warranted.

Canadian Pacific Railway Company and Canadian National Railways Joint Telegraph Office at Sault Ste. Marie. 54 J.O.R.&R. 385

On September 30th, 1963, the Canadian Pacific Railway Company and the Canadian National Railways applied to the Board pursuant to section 318 of the Railway Act for an Order authorizing the establishment and operation of a joint telegraph office in the City of Sault Ste. Marie, Ontario.

The Railway companies also applied under section 380 (12) of the Railway Act for approval of a Memorandum of Agreement setting forth the terms and conditions under which the joint telegraph office would be established.

The Board had heard a similar application at Fort William in November of 1960, and in its judgment it had said "because of section 318 of the Railway Act the companies may not pool their tolls or divide their earnings without leave of the Board. Such leave is not required under section 318 to operate a joint office where no pooling of tolls or revenues is entailed."

Following the principle set out in its 1960 judgment and summarized in the Sault Ste. Marie case, the Board approved the pooling of tolls and the dividing of earnings of the joint telegraph office in accordance with the Memorandum of Agreement which was approved by the Board.

Canadian Pacific Railway Company and Canadian National Railways—Re Joint Telegraph Office, City of Port Arthur. 54 J.O.R.&R. 387

For the reasons mentioned in the summary immediately preceding this one, the Board approved the pooling and division of earnings of the joint telegraph office at Port Arthur in accordance with the Memorandum of Understanding which was also approved by the Board.

Bonaventure and Gaspe Telephone Company Application for and Order approving the terms and conditions of a stock issue. 54 J.O.R.&R. 190

The Bonaventure and Gaspe Telephone Company Limited, under the provisions of its Special Act, applied for an Order approving the terms and conditions of the issue, sale or other disposition of not more than 12,000 shares of the capital stock of the company.

Upon hearing the application, the Board being satisfied that the proposed issue was necessary for the purposes of the financing of the extension and improvement of the Applicant's undertaking and for the general purposes of carrying on its operation, granted the application.

Canadian National Railways' Application to Abandon 29.70 Miles of their Buctouche Subdivision from Buctouche to Buctouche Junction, New Brunswick. 54 J.O.R.&R. 13 & 607

In 1962, the Canadian National Railways had applied under section 168 of the Railway Act for leave to abandon some 29 miles of their Buctouche Subdivision.

The matter was heard in 1963, and the Board was then of the view that there was a possibility that the traffic and revenue position of the line might improve in the period April, 1963 to March, 1964. Considering then that it would be premature to allow the line to be abandoned, and requested the railway company to furnish details of traffic carried and full information in respect of revenues and expenses in the operation of the line during the period mentioned.

The railway having furnished the information required, which disclosed that the traffic had continued to decline rather than register an upturn, which appeared a possibility at the time of the hearing, the application was granted to take effect at any time after January 1st, 1965.

In the matter of the crossing by Fourteenth Street, in the City of New Westminster, at grade over the tracks of the Canadian Pacific Railway, Canadian National Railways and the British Columbia Hydro and Power Authority. 54 J.O.R.&R. 365

By Order 9441, dated February 1st, 1910, the Board authorized the Canadian Pacific Railway Company to construct and maintain and operate its railway across Fourteenth Street subject to certain conditions stipulated in the Order and the attached Agreement.

In this hearing, the Board held that the highway is senior to the railways, but the fact that the City did not request the railways to construct a crossing at the time the railways were constructed across the street allowance does not mean that the City has lost its rights to a crossing at this location.

The Board adopted the seniority rule, as set out in Sasman v. Canadian Northern, 20 C.R.C. at 246, stating that the rule still applies to new crossings, and that even though the City did not ensure that the crossing was constructed at the time the railway was built, it should not now be prevented from opening the crossing.

Having found that the City was senior to the railways at Fourteenth Street and that it had a right to the crossing, the Board held that the railways should construct such a crossing, but that the crossing should not be opened without the installation of automatic protection properly designed for the heavy traffic conditions that would likely be present. The Board stipulated that the automatic protection should be manually operated for switching movements, that the construction of the crossing and the installation of the automatic protection be completed within ninety days from the date of the Board's Order, and that the cost be placed ⅓ upon the Canadian National Railways and ⅔ upon the Canadian Pacific Railway Company.

Order 114330, dated May 1st, 1964, issued prescribing the construction of the crossing by both railways over Fourteenth Street in the City of New Westminster, and also prescribing the installation of automatic protection with manual operation facilities to be installed by the Canadian Pacific Railway Company, all of which work was to be done within ninety days of the date of the Order.

In the matter of increased Commutation Fares filed with the Board to become effective January 1st, 1963, suspended by Board Order 109935, dated December 21, 1962, and also regarding Scholars' Commutation Fares. 54 J.O.R.&R. 155

A summary of the original hearing of this case may be found on page 14 of the 1963 Report. Although no firm conclusion had then been reached, the Board decided "that the findings of the judgment should be made known so that the possibility of more appropriate alternative fare revisions should be fully explored before any fare increase is put into effect." Therefore no Order was issued at that time.

On February 21, 1964, the Board issued a subsequent judgment after considering further submissions made by the railways and other interested parties. It decided that the cash one-way fare between Windsor Station and Westmount and Montreal West should be increased by 5 cents a trip to 30 cents. This increase being the same for those paying cash at Westmount and Montreal West and for those using 10-trip and 40-trip general public commutation tickets, has the effect of providing some taper, although not a larger taper, on a per-mile basis, in the resulting fares for the longest distances.

As to scholars' commutation fares, the Board allowed them to be increased to one-half of the 40-trip commutation fares for the general public, with a minimum of $5.95. The increases were to be in two steps, one of 25 per cent when the new general public 40-trip fares came into effect, and the balance on or after the 1st of September, 1964.

The increased fares allowed in the judgment were to become effective on not less than thirty days' notice and an Order was issued to that effect.

Application of the City of Penticton for an Order authorizing it to construct a subway to carry Vancouver Avenue under the Canadian Pacific Railway at Mileage 132.0 Carmi Sub-division. 54 J.O.R.&R. 61

Originally, the Board authorized this application by Order 104935, dated July 3, 1961, with a contribution of 80 per cent of the cost from The Railway Grade Crossing Fund, not to exceed $193,400. In June, 1962, the Canadian Pacific Railway Company advised the Board that it intended to apply for an Order authorizing the discontinuance of passenger trains 45 and 46 which run over the said subdivision.

The Board suspended Order 104935 by Order 108343, dated July 11, 1962 pending investigation and further Order.

The question that the Board found had to be resolved was whether or not the application should be granted in light of later developments. The Board felt that it was entitled to examine alternative suggestions to test the reasonableness of the project.

The Board found that the present conditions are not such as to warrant expenditure of a large amount from The Railway Grade Crossing Fund towards the construction of a grade separation at Vancouver Avenue. It pointed out that it is always open to the City to apply to the Board for the installation of protection at Vancouver Avenue or at any of the other four crossings that were involved in the application.

The Board therefore rescinded Order 104935 and dismissed the application. Order 113350, dated January 29, 1964, was issued to that effect.

In the matter of the Application of the Cumberland Railway Company for authority to increase rates on coal, made pursuant to the Railway Act and the Maritime Freight Rates Act. 54 J.O.R.&R. 263

In the Post War II period, the Board has authorized Canadian railways to increase rates on coal by specified amounts per ton for either single or joint line hauls.

The Sydney and Louisburg Railway (now Cumberland Railway) applied such increased rates and enjoyed the full measure thereof on traffic which it terminated at its Sydney pier for furtherance therefrom by water transport but received a small share of the authorized increase when it terminated its haul by delivery to its connection at Sydney for furtherance therefrom by rail.

Shifting of tonnage from water to all-rail movement reduced the overall revenue of the Sydney and Louisburg Railway due to the considerably lower increase obtained from the joint rail haul and it applied to the Board for authority to increase its rates to compensate therefor.

The Board considered that as 98 per cent of the total traffic of the railway consisted of coal, it was justified in reconsidering the Post War increases and examined the company's overall revenues and expenses, which it adjusted to the extent found necessary.

In the review which the Board undertook of the railway's rate structure, it was determined that some adjustment of rates was necessary to decrease some rates and increase others. The railway was required to submit a revised rate structure designed to meet allowable expenses and did so subsequently.

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

CHIEF COMMISSIONER – ROD KERR, Q.C.

ASSISTANT CHIEF COMMISSIONER – H. H. GRIFFIN

DEPUTY CHIEF COMMISSIONER – J.E. DUMONTIER

COMMISSIONER – J.M. WOODARD
COMMISSIONER – W.R. IRWIN
COMMISSIONER – A.S. KIRK

SECRETARY OF THE BOARD – C. W. RUMP

FEDERAL PUBLIC STATUTES CONFERRING JURISDICTION ON THE BOARD INCLUDE:

RAILWAY ACT – Chap. 234, R.S.C. 1952. Confers extensive judicial, regulatory and administrative functions in respect of, inter alia, location, construction, operation and uniform accounting of railways subject to Parliament; protection at highway-railway crossings; The Railway Grade Crossing Fund; railway express, telegraph, telephone and international bridge tolls.

TRANSPORT ACT – Chap. 271, R.S.C. 1952. Confers jurisdiction to license ships on the Great Lakes, MacKenzie and Yukon Rivers; their charges and tolls; and agreed charges of certain rail and water carriers.

BRIDGES ACT – Chap. 20, R.S.C. 1952. C.N.R. – C.P.R. ACT – Chap. 39, R.S.C. 1952.

MARITIME FREIGHT RATES ACT – Chap. 174, R.S.C. 1952. RADIO ACT – Chap. 233, R.S.C. 1952.

ST. LAWRENCE SEAWAY AUTHORITY ACT – Chap. 242, R.S.C. 1952. TELEGRAPH ACT – Chap. 262, R.S.C. 1952.

C.N.R. ACT – Chap. 29 of 1955 Statutes. FREIGHT RATES REDUCTION ACT – Chap. 27, 7–8 Elizabeth II.

APPROPRIATION ACT Nos. 6, 8, 9 and 10 – Subsidies.

ECONOMICS AND ACCOUNTING

M.E. Burwash — Director
D.C. Deighton — Ass't Director

Responsible for providing economic, statistical and financial information and advice required for decisions by the Board in connection with investigations, applications, hearings and reviews of carrier performance pursuant to Board Orders and Rulings; the form and content of periodic reporting by railways, water carriers; communications and other companies subject to the jurisdiction of the Board; analysis and interpretations of transportation and communication trends in recurrent reports and special submissions; processing and publication of the Annual Waybill Analysis of All-Rail Carload Freight Traffic; administration of uniform accounting classifications; conducting field examinations of company records; issuance of accounting interpretations and rules governing the preservation of records; formulae governing freight and traffic costing and general accounting allocations, and the methods to be followed in establishing "out of pocket" and "all inclusive" costs; special studies and research on the economics of companies under the jurisdiction of the Board, including problems which are known to be developing and which may be expected to involve Board decisions.

ENGINEERING

R.A. Shier — Director
A.G. Hibbard — Ass't. Director

The Engineering Branch deals with and advises the Board on all applications concerning construction and maintenance of railway lines, and administration of the Railway Grade Crossing Fund.

Conducts field inspection and examines plans before recommending the approval of construction and maintenance of railway lines, sidings, railway-highway-farm crossings, junctions, signals, bridges, fences, drainage, etc.

Conducts field inspections, examines plans and estimates of cost for construction of grade separations, installations of automatic protection or safety features at railway-highway crossings.

Maintains complete record of railway-highway crossings and grants, commitments and payments from the Railway Grade Crossing Fund.

LAW

J.M. Fortier, Q.C. — General Counsel
M.M. Goldberg — Ass't. Counsel

The Law Branch advises the Board and its Officers on questions of law, jurisdiction, practice and procedure; drafts orders, regulations and legislation; represents the Board on appeals and references to the Supreme Court of Canada and other courts when necessary; attends the Board's public hearings and when necessary examines witnesses; confers and corresponds with Counsel representing parties to applications before the Board; prepares briefs, memoranda and précis on matters dealt with by the Board.

Supervises the maintenance of the Board's Library and other related work of a professional legal nature.

OPERATING

R. M. MacDonald — Director
M.R. Angus — Ass't. Director

The Operating Branch advises the Board and makes recommendations in matters relating to adequacy of rail service to the public, safety of operation, safe condition of rolling stock and equipment, suitability of facilities, investigation of accidents, fire prevention along railway right-of-way and the safe transportation of commodities. The Branch is divided into four sections: (1) Operating, (2) Mechanical, (3) Fire Prevention and (4) Explosives and Other Dangerous Commodities.

In view of the Branch's concern with the day to day operation of railways coming under the Board's jurisdiction, close working relations are maintained at all levels of management as well as with labour groups and other interested parties. Applications to abandon, reduce or augment existing services are investigated by the Operating Branch. Rolling stock and motive power is regularly inspected. To carry out the field work involved in these duties District Offices are maintained at several locations outside Ottawa. The current rules respecting most of these functions are contained in some 160 Board Orders which are subject to periodic amendment or revision as the need arises.

SECRETARY'S (Administrative)

C.W. Rump — Secretary
J.D. Beaton — Ass't. Secretary

The Secretary's or Administrative Branch is divided into three sections: (1) General Administrative Services, (2) Records and (3) Accounts.

In addition to the maintenance of minutes of Board meetings the Secretary's Branch keeps a record of all proceedings conducted before the Board by way of public hearings, makes all arrangements for such hearings at or outside Ottawa; deals with all official correspondence of the Board; has custody and care of all official records and documents belonging or appertaining to the Board; maintains official copies of every Judgment, Regulation, Ruling and Order of the Board; issues certified copies of such orders and regulations as requested; makes recommendations on matters affecting the employment and accommodation of the Board's staff; initially deals with inquiries for information covering the Board's work from interested parties, the Press, etc.

TRAFFIC

H.W. Ellicott — Director
J. Hanley — Ass't Director

Deals with, and advises the Board on, all matters concerning Traffic, Tolls and Tariffs in respect of:

Freight (Rail and Water).
Passenger (Rail and Water).
Express.
Agreed Charges.
International Bridges and Tunnels.
Telegraph.
Telephone.
Radio Messages (Radio Regulations).
Maritime Freight Rates Act.
Freight Rates Reduction Act.
Trackage Maintenance Subsidy.
Licensing of Ships.
Free and Reduced Rate Transportation.

JANUARY 1965

DISTRICT OFFICES – ENGINEERING AND OPERATING

MONCTON, N.B. | MONTREAL, P.Q. | TORONTO, ONT. | WINNIPEG, MAN. | CALGARY, ALTA.

DISTRICT OFFICES OPERATING

ST. JOHN'S, NFLD. | SASKATOON, SASK. | VANCOUVER, B.C.

APPENDICES

APPENDIX A

TABLE 1—WAYBILL ANALYSIS

Percent of Sample Revenue

Category of Rate	1960	1961	1962	1963
	%	%	%	%
Normal Rated Traffic;				
Class Rates	7.6	6.7	6.0	4.9
Commodity Rates	34.6	34.6	32.9	32.3
Competitive Rated Traffic;				
Competitive Rates	27.8	26.3	27.3	26.3
Agreed Charges	19.1	20.1	22.9	24.7
Statutory Grain Rates	10.9	12.3	10.9	11.8
Total	100.0	100.0	100.0	100.0

TABLE 2—WAYBILL ANALYSIS

Percent of Sample Ton Miles

Category of Rate	1960	1961	1962	1963
	%	%	%	%
Normal Rated Traffic;				
Class Rates	2.8	2.4	2.1	1.8
Commodity Rates	30.7	30.2	29.2	30.1
Competitive Rated Traffic;				
Competitive Rates	16.3	15.7	17.1	15.1
Agreed Charges	13.5	13.7	16.8	18.7
Statutory Grain Rates	36.7	38.0	34.8	34.3
Total	100.0	100.0	100.0	100.0

TABLE 3—WAYBILL ANALYSIS

Average Revenue per Freight Ton-Mile

Category of Rate	1960	1961	1962	1963
	cts.	cts.	cts.	cts.
Normal Rated Traffic;				
Class Rates	4.44	4.28	4.34	3.95
Commodity Rates	1.86	1.73	1.75	1.57
Competitive Rated Traffic;				
Competitive Rates	2.82	2.51	2.48	2.55
Agreed Charges	2.34	2.21	2.12	1.93
Statutory Grain Rates	0.49	0.49	0.49	0.50
Total	1.65	1.51	1.55	1.46

TABLE 4—WAYBILL ANALYSIS

Average Revenue per Freight Car-Mile

Category of Rate	1960	1961	1962	1963
	$	$	$	$
Normal Rated Traffic;				
Class Rates	.71	.66	.78	.67
Commodity Rates	.75	.71	.71	.67
Competitive Rated Traffic;				
Competitive Rates	.69	.60	.60	.67
Agreed Charges	.62	.64	.63	.68
Statutory Grain Rates	.27	.27	.27	.28
Total	.59	.55	.57	.58

TABLE 5—OPERATING RESULTS—CLASS I RAILWAYS [1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1957	1,193,074,122	1,141,311,725	51,762,397	60,315,274	2,729,349
Year—1958	1,132,596,476	1,106,676,187	25,920,289	58,758,436	2,320,646
Year—1959	1,175,990,301	1,132,316,340	43,673,961	58,138,822	2,291,412
Year—1960	1,112,842,832	1,081,407,545	31,435,287	56,633,523	2,122,155
Year—1961	1,140,671,137	1,105,373,600	35,297,537	58,173,518	1,837,422
Year—1962	1,147,335,662	1,112,372,932	34,962,730	58,420,920	1,896,262
Year—1963	1,188,737,390	1,140,679,787	48,057,603	65,864,322	1,954,725
1963—10 Months	974,505,087	940,946,768	33,558,319	53,328,594	1,604,675
1964—10 Months	1,059,937,135	1,010,085,193	49,851,942	62,893,730	2,119,715

[1] Canadian National and Canadian Pacific Railways.

TABLE 6—OPERATING RESULTS—CLASS II RAILWAYS [1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1957	152,821,412	142,959,079	9,862,333	10,415,047	177,991
Year—1958	117,110,266	109,283,214	7,827,052	7,180,114	149,692
Year—1959	138,855,449	122,239,745	16,615,704	9,333,997	136,995
Year—1960	132,062,602	115,573,044	16,489,558	8,229,355	128,749
Year—1961	114,306,821	106,312,720	7,994,101	7,032,834	111,877
Year—1962	123,636,757	111,021,827	12,614,930	7,926,953	107,664
Year—1963	124,314,200	112,804,802	11,509,398	7,602,446	100,888
1963—9 Months	93,668,457	83,784,721	9,883,736	5,896,072	78,138
1964—9 Months	109,430,269	94,531,874	14,898,395	7,265,719	83,134

[1] Sixteen Railways, other than Class I, earning over $500,000 gross rail revenues annually.

TABLE 7—OPERATING RESULTS—TELEPHONE COMPANIES [1]

Period	Total Operating Revenues	Total Operating Expenses	Retained Earnings	Telephones Operated
	$	$	$	No.
Year—1957	344,309,149	294,714,523	3,301,307	3,407,041
Year—1958	373,694,163	319,292,426	2,386,931	3,621,056
Year—1959	431,471,827	359,102,572	10,201,303	3,836,309
Year—1960	463,691,137	381,391,594	7,979,306	4,037,787
Year—1961	501,028,696	407,938,886	8,773,314	4,263,129
Year—1962	544,273,386	440,322,522	13,514,135	4,484,922
Year—1963	580,368,454	470,199,756	12,421,087	4,715,205
1963—10 Months	481,290,433	390,274,348	9,439,862	4,672,362
1964—10 Months	520,356,004	419,147,767	13,472,780	4,926,975

[1] Includes Reports of:
The Bell Telephone Company
British Columbia Telephone Company.

TABLE 8—OPERATING RESULTS—MACKENZIE WATERWAYS COMPANIES

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Freight Carried
	$	$	$	Tons
Year—1957	5,158,838	4,986,460	172,378	233,261
Year—1958	5,147,457	5,084,557	62,900	232,938
Year—1959	4,817,918	4,866,875	(48,957)	225,049
Year—1960	3,922,862	3,858,340	64,522	193,046
Year—1961	4,439,963	3,216,458	223,505	176,280
Year—1962	3,220,268	3,095,140	125,128	164,733
Year—1963[1]	3,706,682	3,533,873	172,809	169,167

[1] Includes 1963 reports of the following companies:
Northern Transportation Company, Ltd.
Yellowknife Transportation Company, Ltd.
Streeper Brothers Marine Transport, Ltd.
E. E. Lindberg
Charles Sanders

TABLE 9—OPERATING RESULTS—INTERNATIONAL BRIDGES AND TUNNELS

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Vehicles	Pedestrians	Passengers Other Than Vehicle Drivers
	$	$	$	No.	No.	No.
Year—1957	9,030,586	5,616,809	3,413,777	17,564,202	1,044,553	30,288,047
Year—1958	9,210,222	6,020,016	3,190,206	17,414,083	1,000,180	29,883,908
Year—1959	9,810,162	6,052,786	3,757,376	17,629,978	847,308	28,306,119
Year—1960	10,541,154	6,348,264	4,192,890	18,611,282	886,011	28,888,419
Year—1961	10,876,709	6,712,495	4,164,214	19,091,813	748,493	28,343,436
Year—1962	10,828,865	6,623,274	4,205,591	17,725,115	692,466	25,882,242
Year—1963[1]	12,299,761	7,286,040	5,013,721	19,224,211	698,054	26,816,976

[1] Includes 1963 reports of the following companies:

Buffalo and Fort Erie Public Bridge Authority
Seaway International Bridge Corp. Ltd.
Detroit and Canada Tunnel Corp. (October 31 annually)
Detroit International Bridge and Canadian Transit Co.
Niagara Falls Bridge Commission:
Rainbow Bridge (October 31 annually)
Whirlpool Rapids Bridge (October 31 annually)
Lewiston-Queenston Bridge (October 31 annually)
Thousand Islands Bridge Authority (February 28 annually)
International Bridge and Terminal Co., (Fort Frances)
Ogdensburg Bridge Authority
Baudette-Rainy River International Toll Bridge
Sault Ste. Marie International Bridge Authority of Michigan.

APPENDIX B—ENGINEERING

TABLE 1—EXPENDITURE FOR PROTECTION AT HIGHWAY CROSSINGS 1909 TO DECEMBER 31, 1964 AND A COMPARISON OF EXPENDITURE TO POPULATION

	Population	Percentage of Total Population	Expenditure from Railway Grade Crossing Fund	Percentage of Total Expenditures from Fund	Expenditures by Province Municipality and Utilities	Expenditures by Railway	Total
		%	$ cts.	%	$ cts.	$ cts.	$ cts.
British Columbia	1,758,000	9.10	7,176,771.50	7.94	9,135,147.56	859,627.19	17,171,546.25
Alberta	1,439,000	7.45	7,007,953.58	7.75	3,784,680.13	1,351,099.95	12,143,733.66
Saskatchewan	946,000	4.90	3,478,189.39	3.85	2,168,002.86	575,249.94	6,221,442.19
Manitoba	960,000	4.97	3,745,710.58	4.14	925,922.47	673,879.13	5,345,512.18
Ontario	6,637,000	34.35	45,350,936.36	50.16	32,317,335.74	18,743,231.37	96,411,503.47
Quebec	5,599,000	28.98	14,541,909.27	16.08	7,110,134.87	2,426,902.13	24,078,946.27
New Brunswick	619,000	3.20	3,430,734.44	3.79	1,341,266.81	852,630.28	5,624,631.53
Nova Scotia	761,000	3.94	3,916,408.89	4.33	1,521,350.23	720,180.55	6,157,939.67
Prince Edward Island	108,000	.56	168,088.79	.19	37,677.61	22,019.59	227,785.99
Newfoundland	493,000	2.55	881,296.35	.98	150,647.92	37,919.98	1,069,864.25
Reflectorization of Crossing Signs			596,224.05	.66		155,568.27	751,792.32
Reflectorization of Railway Cars			119,409.38	.13		29,932.70	149,342.08
TOTALS	19,320,000	100.00	90,413,632.58	100.00	58,492,166.20	26,448,241.08	175,354,039.86
PERCENTAGE OF TOTALS			51.56%		33.36%	15.08%	100%

TABLE 2—DISTRIBUTION OF COMMITMENTS AND EXPENDITURES FROM THE RAILWAY GRADE CROSSING FUND BY PROVINCE—1964

PROVINCE	COMMITMENTS	EXPENDITURES
British Columbia	$ 1,239,213.10	$ 1,386,714.95
Alberta	822,771.34	531,013.36
Saskatchewan	802,692.96	155,273.52
Manitoba	830,220.00	678,993.40
Ontario	9,126,275.45	6,997,258.75
Quebec	3,520,860.29	3,381,576.58
New Brunswick	650,437.40	352,988.02
Nova Scotia	418,593.36	387,765.69
Prince Edward Island	10,232.66	59,277.97
Newfoundland	679,267.24	473,155.75
Non Allocated		
Reflectorization of Crossing Signs	200,670.50	93,985.09
Reflectorization of Railway Cars	24,491.09	24,491.09
TOTALS	$18,325,725.39	$14,522,494.17

GRADE SEPARATIONS

TABLE 3—CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1964

Asterisk denotes project approved prior to current year on a Cost Reserved basis and a commitment from the Railway Grade Crossing Fund was approved during 1964

Order No. and Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund	
				%	$
			PROVINCE OF BRITISH COLUMBIA		
113525—Feb. 17/64	Reconstruct Overhead Bridge	E & N	Trans Canada Highway Westholme, mile 45.25 Victoria Subd.	50	40,000.00
113760—Mar. 12/64	Overhead Bridge	CNR	Highway No. 16, near Moricetown, mile 22.05 Bulkley Subd.	80	216,000.00
113760—Mar. 12/64	Utility	CNR	Highway No. 16, near Moricetown, mile 22.05 Bulkley Subd.	80	800.00
113922—Mar. 26/64	Overhead Bridge	CNR	Highway near Seaton, mile 28.80 Bulkley Subd.	80	120,000.00
114389—May 11/64	Railway Diversion	CPR	Twp. of Richmond between mile 0.59 and 5.05 Vancouver and Lulu Island Subd.	80	235,850.00
114691—June 11/64	Overhead Bridge	CPR	Highway No. 95, near Canal Flats, mile 65.33 Windermere Subd.	80	252,000.00
115333—Aug. 28/64	Reconstruct Overhead Bridge	E & N	Trans Canada Highway, near Ladysmith, mile 59.5 Victoria Subd.	50	69,200.00
115333—Aug. 28/64	Utilities (2)	E & N	Trans Canada Highway, near Ladysmith, mile 59.5 Victoria Subd.	50	4,500.00
115533—Sept. 29/64	Overhead Bridge	CPR	Kootenay-Columbia Highway, near Fort Steele, mile 23.43 Windermere Subd.	80	44,000.00
115666—Oct. 14/64	Overhead Bridge	CNR	Highway No. 5, Barriere, mile 102.63 Clearwater Subd.	80	68,000.00
			Adjustments made to cover increased grants for projects approved prior to 1964.		27,574.81
			Total		$1,077,924.81
			PROVINCE OF ALBERTA		
116269—Dec. 15/64	Overhead Bridge	CNR	Evansburg Access Road, near Evansburg, mile 68.40 Edson Subd.	80	159,500.00
113632—Feb. 27/64	Utilities (3)	CPR	45th Street, Red Deer, mile 93.12 Red Deer Subd.	80	3,220.00
113656—Feb. 28/64	Overhead Bridge	CPR	Highway No. 3, near Island Lake, mile 100.61 Crowsnest Subd.	80	103,200.00
114760—June 19/64	Overhead Bridge	CPR	Highway No. 2, near Granum, mile 99.18 MacLeod Subd.	80	176,400.00
114890—July 2/64	Utility	CPR	Brier Park Underpass, Medicine Hat, mile 1.84 Brooks Subd.	80	917.95
115089—July 29/64	Reconstruct Overhead Bridge	CPR	SW¼ Sec. 25, Twp. 4, Rge. 29, W4M, near Drywood, mile 20.39 Brocket Branch Line.	50	38,650.00
115206—Aug. 11/64	Overhead Bridge	CNR	SW¼, Sec. 33, Twp. 27, Rge. 20, W4M, near Taylor, mile 66.23 Drumheller Subd.	80	83,600.00
			Adjustments made to cover increased grants for projects approved prior to 1964.		20,444.69
			Total		$585,932.64

TABLE 3—CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1964 (Continued)

Asterisk denotes project approved prior to current year on a Cost Reserved basis and a commitment from the Railway Grade Crossing Fund was approved during 1964.

Order No. and Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund	
				%	$
			PROVINCE OF SASKATCHEWAN		
113807—Mar. 17/64	Overhead Bridge	CNR	Highway No. 11, near Saskatoon, mile 56.2, Asquith Sudb. (new mileage 185.22 Watrous).	80	* 133,520.00
115460—Sept. 22/64	Reconstruct North Approach to Overhead Bridge.	CPR	4th Avenue, Moose Jaw	50	120,500.00
115463—Sept. 22/64	Reconstruct Subway	CPR	Albert St., Regina, mile 94.02 Indian Head Subd.	50	250,000.00
115463—Sept. 22/64	Utilities (2)	CPR	Albert St., Regina, mile 94.02 Indian Head Subd.	50	1,500.00
			Adjustments made to cover increased grants for projects approved prior to 1964.		3,071.91
			Total		$508,591.91
			PROVINCE OF MANITOBA		
114573—May 29/64	Overhead Bridge	CPR	Rosser, mile 9.11 Carberry Subd.	80	435,000.00
115250—Aug. 18/64	Subway	CNR	Highway No. 10, The Pas, mile 0.39 Wekusko Subd.	80	168,000.00
115250—Aug. 18/64	Utilities (2)	CNR	Highway No. 10, The Pas, mile 0.39 Wekusko Subd.	80	760.00
			Total		$603,760.00
			PROVINCE OF ONTARIO		
113282—Jan. 27/64	Reconstruct Subway	CNR	Highway No. 72, Sioux Lookout, mile 0.24 Redditt Subd.	50	82,400.00
114227—Apr. 24/64		CNR	Highway No. 72, Sioux Lookout, mile 0.24 Redditt Subd.	50	1,050.00
113282—Jan. 27/64	Utility	CNR & CPR	Highway No. 9, near Palgrave, CNR 52.01 Milton, CPR 32.55 MacTier	80	305,600.00
113430—Feb. 7/64	Overhead Bridge	CNR & CPR	Highway No. 9, near Palgrave, CNR 52.01 Milton, CPR 32.55 MacTier.	80	3,200.00
113430—Feb. 7/64	Utilities (2)	CPR	Thickson Road, east of Whitby, mile 74.23 Oshawa Subd.	80	270,000.00
114734—June 16/64		CPR	Thickson Road, east of Whitby, mile 74.23 Oshawa Subd.	80	4,000.00
113457—Feb. 10/64	Subway	CNR	Highway No. 133, Twp. of Ernestown, mile 187.95 Gananoque Subd.	80	224,800.00
113457—Feb. 10/64	Utility	CPR	Wilson Ave., Twp. of North York, mile 5.21 MacTier Subd.	80	500,000.00
113459—Feb. 10/64	Overhead Bridge	CPR	Wilson Ave., Twp. of North York, mile 5.21 MacTier Subd.	80	48,900.00
113512—Feb. 17/64	Subway	CNR	Highway No. 23, Mitchell, mile 13.42 Goderich Subd.	50	94,000.00
113512—Feb. 17/64	Utilities (4)	CNR	Highway No. 23, Mitchell, mile 13.42 Goderich Subd.	50	3,300.00
113579—Feb. 21/64	Reconstruct Overhead Bridge	CPR	Highway No. 6, Twp. of East Flamborough and Twp. of West Flamborough, mile 1.86 Goderich Subd.	50	129,500.00
113579—Feb. 21/64	Utilities (3)				
113701—Mar. 4/64	Reconstruct Overhead Bridge				

113848—Mar. 20/64	Reconstruct Subway	CNR	Erie St., Stratford, mile 0.58 Goderich Subd.	50	61,140.00
113863—Mar. 23/64	Overhead Bridge	CNR	Plains Road, Burlington, mile 0.35 Milton Subd.	80	496,000.00
113863—Mar. 23/64	Utilities (3)	CNR	Plains Road, Burlington, mile 0.35 Milton Subd.	80	33,800.00
113900—Mar. 31/64	Reconstruct Overhead Bridge	CPR	Harmony Road, Oshawa, mile 70.01 Oshawa Subd.	50	98,700.00
113901—Mar. 31/64	Reconstruction of Subway	CNR	County Road No. 9, County of Middlesex, mile 15.63 Chatham Subd.	50	98,500.00
113901—Mar. 31/64	Utilities (2)	CNR	County Road No. 9, County of Middlesex, mile 15.63 Chatham Subd.	50	575.00
114388—May 11/64	Overhead Bridge	CNR	Brookdale Ave., Cornwall, mile 68.95 Cornwall Subd.	80	427,900.00
114552—May 27/64	Utility	CPR	Harmony Road, Oshawa, mile 70.01 Oshawa Subd.	50	250.00
114515—May 25/64	Highway Diversion	CPR	Thomas St., Arnprior, mile 40.54 Chalk River Subd.	80	18,400.00
114650—June 9/64	Reconstruct Overhead Bridge	CNR & CPR	Between Lots 8 and 9, Con. 1, Twp. of Murray, mile 234.25 Oshawa Subd. (CNR), mile 104.93 Belleville Subd. (CPR).	50	107,800.00
114650—June 9/64	Utilities (3)	CNR & CPR	Between Lots 8 and 9, Con. 1, Twp. of Murray, mile 234.25 Oshawa Subd. (CNR), mile 104.93 Belleville Subd. (CPR).	50	5,400.00
114706—June 12/64	Diversion (Railway)	CNR	Pinnacle St., Belleville, Belleville City Branch	80	34,700.00
114927—July 7/64	Subway	CNR	Leslie St., North York Twp., mile 11.86 Bala Subd.	80	500,000.00
114927—July 7/64	Utilities (3)	CNR	Leslie St., North York Twp., mile 11.86 Bala Subd.	80	36,900.00
115034—July 20/64	Reconstruct Overhead Bridge	CNR	Hopkins St., Twp. Whitby, mile 303.74 Oshawa Subd.	50	70,800.00
115213—Aug. 11/64	Subway	CPR	Highway No. 69, Bala, mile 114.49 MacTier Subd.	80	125,000.00
115213—Aug. 11/64	Utilities (2)	CPR	Highway No. 69, Bala, mile 114.49 MacTier Subd.	80	4,200.00
115290—Aug. 21/64	Reconstruct Subway	CPR	Highway No. 50, south of Palgrave, mile 28.65 MacTier Subd.	50	120,000.00
115338—Aug. 31/64	Subway	CNR	Suburban Road No. 11, (Middle Road), Twp. of Louth, mile 13.91 Grimsby Subd.	80	376,800.00
115338—Aug. 31/64	Utility	CNR	Suburban Rd. No. 11, (Middle Road), Twp. of Louth, mile 13.91 Grimsby Subd.	80	500.00
115532—Sept. 29/64	Reconstruct Overhead Bridge	CNR	County Rd. No. 10, Twp. of Otonabee, mile 54.26 Campbellford Subd.	50	57,100.00
115532—Sept. 29/64	Utilities (2)	CNR	County Rd. No. 10, Twp. pf Otonabee, mile 54.26 Campbellford Subd.	50	1,650.00
115703—Oct. 19/64	Overhead Bridge (north bound lane)	CNR	Highway No. 40A, Twp. of Sarnia, mile 56.70 Strathroy Subd.	80	445,000.00
115703—Oct. 19/64	Utilities (2)	CNR	Highway No. 40A, Twp. of Sarna, mile 56.70 Strathroy Subd.	80	18,200.00
115744—Oct. 23/64	Reconstruct Subway	CPR	Highway No. 10, Twp. of Toronto, mile 15.25 Galt Subd.	50	101,500.00
115744—Oct. 23/64	Utilities (2)	CPR	Highway No. 10, Twp. of Toronto, mile 15.25 Galt Subd.	50	1,600.00
115802—Oct. 29/64	Reconstruct Subway	CNR	Grand River St. N., Paris, mile 30.2 Dundas Subd.	50	141,500.00
115802—Oct. 29/64	Utilities (3)	CNR	Grand River St. N., Paris, mile 30.2 Dundas Subd.	50	8,025.00
115851—Nov. 3/64	Reconstruct Subway	CNR	Harrowsmith-Sydenham Road, near Sydenham, mile 83.6 Smiths Falls Subd.	50	99,000.00
115885—Nov. 9/64	Utility	CNR	Main St., Brampton, mile 21.1 Brampton Subd.	50	2,499.71
115904—Nov. 10/64	Utility	CNR	Hopkins St., Twp. of Whitby, mile 303.74 Oshawa Subd.	50	300.00
115947—Nov. 13/64	Overhead Bridge	CPR	Carling Ave., Ottawa, mile 1.20 Prescott Subd.	80	202,000.00
115947—Nov. 13/64	Utilities (4)	CPR	Carling Ave., Ottawa, mile 1.20 Prescott Subd.	80	48,100.00
115973—Nov. 18/64	Overhead Bridge	CPR	Highway No. 16, Ottawa, mile 1.34 Prescott Subd.	80	144,800.00
115973—Nov. 18/64	Utilities (2)	CPR	Highway No. 16, Ottawa, mile 1.34 Prescott Subd.	80	1,900.00
116054—Nov. 24/64	Overhead Bridge	CPR	Beach St., Ottawa, mile 0.94 Prescott Subd.	80	81,100.00
116054—Nov. 24/64	Utilities (2)	CPR	Beach St., Ottawa, mile 0.94 Prescott Subd.	80	4,000.00
116284—Dec. 16/64	Subway	CPR	Eglinton Ave. West, Twp. of York, mile 2.03 MacTier Subd.	80	500,000.00
116284—Dec. 16/64	Subway	CNR	Eglinton Ave. West, Twp. of York, mile 6.82 Brampton Subd.	80	500,000.00
116284—Dec. 16/64	Utilities (2)	CNR & CPR	Eglinton Ave. West, Twp. of York, mile 6.82 Brampton Subd. (CNR), mile 2.03 MacTier Subd. (CPR).	80	36,640.00
			Adjustments made to cover increased grants for projects approved prior to 1964.		212,665.35
			Total		$6,891,695.06

TABLE 3—CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1964 (Concluded)

Asterisk denotes project approved prior to current year on a Cost Reserved basis and a commitment from the Railway Grade Crossing Fund was approved during 1964.

Order No. and Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund	
				%	$
			PROVINCE OF QUEBEC		
113416—Feb. 6/64	Overhead Bridge	CNR	Highway No. 23, St-Louis-de-Pintendre, mile 7.82 Diamond Subd.	80	272,000.00
113780—Mar. 12/64	Overhead Bridge	CNR	Highway Nos. 3 and 9, Candiac, mile 79.36 Massena Subd.	80	500,000.00
113781—Mar. 12/64	Overhead Bridge	CPR	Highway No. 39, Twp. of Shefford, mile 14.13 Drummondville Subd.	80	172,800.00
113834—Mar. 19/64	Reconstruct Overhead Bridge	CNR	Highway No. 9-B (Taschereau Blvd.) Jacques-Cartier, mile 1.15, Sorel Subd.	50	157,225.00
113888—Mar. 25/64	Reconstruct Overhead Bridge	CNR	Ranges V and VI Road, Clericy, mile 26.33 Rouyn Subd.	50	56,500.00
113888—Mar. 25/64	Utility	CNR	Ranges V and VI Road, Clericy, mile 26.33 Rouyn Subd.	50	1,100.00
114811—June 24/64	Utilities (2)	CPR	Highway No. 1, South Stukely, mile 100.36 Sherbrooke Subd.	50	3,300.00
114972—July 10/64	Utility	CNR	Highway No. 38, Ste. Dorothee Parish, mile 7.77 Montfort Subd.	50	2,710.44
114784—June 22/64	Highway Diversion	CPR	Parish of St. Gregoire le Grand, mile 12.68 to mile 12.91 Adirondack Subd.	80	8,420.00
115286—Aug. 20/64	Overhead Bridge	CNR	Grand Brule Road, Mont St-Hilaire, mile 52.30 St. Hyacinthe Subd.	80	500,000.00
115298—Aug. 24/64	Subway	CNR	Highway No. 6, Escuminac, mile 27.27 Cascapedia Subd.	80	218,800.00
115300—Aug. 24/64	Reconstruct Subway	CPR	Highway No. 2, Lachine, mile 43.44 Adirondack Subd.	50	250,000.00
115933—Nov. 13/64	Utilities (2)	CNR	Highway No. 9-B, Jacques-Cartier, mile 1.15 Sorel Subd.	50	1,900.00
116404—Dec. 30/64	Overhead Bridge (Dual)	CNR	Charest Blvd., Ste. Foy, mile 10.13 Bridge Subd.	80	452,000.00
			Adjustments made to cover increased grants for projects approved prior to 1964.		2,749.40
			Total		$2,599,504.84
			PROVINCE OF NEW BRUNSWICK		
113417—Feb. 6/64	Overhead Bridge	CNR	Highway No. 2, Parish of Salisbury, mile 14.63 Sussex Subd.	80	240,000.00
113417—Feb. 6/64	Utility	CNR	Highway No. 2, Parish of Salisbury, mile 14.63 Sussex Subd.	80	2,640.00
113467—Feb. 11/64	Reconstruct Overhead Bridge	CPR	Route 18 (Hamlin Road), near Grand Falls, mile 19.74 Edmundston Subd.	50	80,000.00
113467—Feb. 11/64	Utilities (2)	CPR	Route 18 (Hamlin Road), near Grand Falls, mile 19.74 Edmundston Subd.	50	600.00
114753—June 18/64	Highway Diversion	CNR & CPR	Forest Hill Road, Fredericton, CNR, mile 68.72 Centreville Subd., CPR, mile 20.98 Fredericton Subd.	80	8,300.00
			Adjustments made to cover increased grants for projects approved prior to 1964.		4,658.88
			Total		$336,198.88
			PROVINCE OF NOVA SCOTIA		
			NIL		

PROVINCE OF PRINCE EDWARD ISLAND

NIL

PROVINCE OF NEWFOUNDLAND

114781—June 22/64	Overhead Bridge	CNR	Trans Canada Highway, near Deer Lake, mile 374.42 Bishops Falls Subd.	80	278,100.00
115336—Aug. 28/64	Overhead Bridge	CNR	Trans Canada Highway, near Arnold's Cove, mile 99.04 St. John's Subd.	80	240,000.00
			Adjustments made to cover increased grants for projects approved prior to 1964.		47,487.24
			Total		$565,587.24
			GRAND TOTAL		$13,169,195.38

TABLE 4—CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS WHICH DID NOT QUALIFY FOR A GRANT FROM THE RAILWAY GRADE CROSSING FUND—1964

Order No. and Date	Type of Project	Railway	Location
		PROVINCE OF BRITISH COLUMBIA	
115391—Sept. 8/64	Overhead Bridge	CPR	Trans-Provincial Highway, mile 23.33 Boundary Subd.
115434—Sept. 16/64	Pedestrian Subway	CPR	Castlegar, mile 0.26 Rossland Subd.
		PROVINCE OF ALBERTA	
114507—May 25/64	Overhead Bridge	CNR	Highway No. 21, SW¼ of Sec. 35, Twp. 25, Rge. 24, W4M, mile 94.32 Drumheller Subd.
116220—Dec. 9/64	Pedestrian Subway	CNR	Edmonton, mile 0.0 of A, X, Y lines, Edmonton Terminal Subd.
		PROVINCE OF SASKATCHEWAN	
115342—Aug. 31/64	Pedestrian Subway	CPR	10th Avenue, Saskatoon, mile 112.05 Sutherland Subd.
		PROVINCE OF MANITOBA	
		NIL	
		PROVINCE OF ONTARIO	
113167—Jan. 21/64	Reconstruct Overhead Bridge	CNR & CPR	Bathurst Street, Mun. of Metro. Toronto
113490—Feb. 14/64	Pedestrian Overhead	T.H.&B.	Hamilton
113490—Feb. 14/64	Pedestrian Subway	CNR	Hamilton
113580—Feb. 21/64	Pedestrian Subway	CPR	Twp. of Pic, District of Thunder Bay, mile 62.49 Heron Bay Subd.
113838—Mar. 19/64	Pedestrian Subway	CNR	Toronto Yards, Toronto
113839—Mar. 19/64	Pedestrian Subway	CNR	Toronto Yards, Toronto
114071—Apr. 14/64	Overhead Bridge	T.H.C.	F. G. Gardiner Expressway, Mun. of Metro. Toronto
		CNR	
114446—May 15/64	Overhead Bridge	CPR	County Road No. 57, United Counties of Northumberland and Durham, mile 53.85 Peterboro Subd.
115161—Aug. 5/64	Pedestrian Overhead	CNR	Toronto Yard, Toronto
115400—Sept. 9/64	Pedestrian Subway	CNR	Twp. of Vaughan, mile 23.7 York Subd.
116033—Nov. 24/64	Reconstruct Overhead Bridge	CNR	Highway No. 11, Twp. of Rama, County of Ontario
116242—Dec. 14/64	Overhead Bridge	CPR	Ottawa River Parkway, Ottawa, mile 91.25 M and O Subd.

Province of Quebec

113036—Jan. 9/64	Overhead Bridge	CPR	Eastern Townships' Autoroute, mile 101.9 Sherbrooke Subd.
113061—Jan. 10/64	Overhead Bridge	CNR	Eastern Townships' Autoroute, Brossard, mile 37.55 Rouses Point Subd.
113228—Jan. 24/64	Subway	CNR	Trans Canada Highway, Mun. of St. Romuald d'Etchemin, mile 1.28 Bridge Subd.
113229—Jan. 24/64	Subway	CNR	Trans Canada Highway, Mun. of St. Romuald d'Etchemin, mile 6.92 Bridge Subd.
113360—Jan. 30/64	Overhead Bridge	CNR	Highway No. 10, County of Rimouski, mile 27.9 Rimouski Subd.
113426—Feb. 7/64	Overhead Bridge	CNR	Highway 5 22, Richmond, mile 86.33 Danville Subd.
113432—Feb. 7/64	Subway	CPR	County of Vaudreuil, mile 21.29 Winchester Subd.
113596—Feb. 25/64	Overhead Bridge	CNR	Richmond, mile 0.1 St. Hyacinthe Subd.
113773—Mar. 12/64	Overhead Bridge	CNR	Grandes Fourches North Road, Sherbrooke, mile 47.32 Sherbrooke Subd.
113889—Mar. 25/64	Overhead Bridge	CNR	Sherbrooke, mile 47.40 Sherbrooke Subd.
114337—May 5/64	Overhead Bridge	CNR	Trans Canada Highway, County of Vaudreuil, mile 26.86 Cornwall Subd.
114372—May 6/64	Overhead Bridge	CNR	Trans Canada Highway, Jacques Cartier, mile 6.09 Sorel Subd.
115442—Sept. 17/64	Subway	CNR	Highway No. 3, County of Chambly, mile 70.64 St. Hyacinthe Subd.
115465—Sept. 22/64	Subway	CNR	Highway No. 3, Mun. of Boucherville, mile 7.7 Sorel Subd.
115548—Sept. 30/64	Overhead Bridge	CNR	Trans Canada Highway, County of Montmagny, mile 78.96 Montmagny Subd.
115698—Oct. 19/64	4 Overhead Bridges	CNR	Lachine, mileages 0.95, 1.01, 1.02 and 1.05 Lachine Spur

Province of New Brunswick

113535—Feb. 17/64	Overhead Bridge	CPR	Trans Canada Highway, Parishes of Andover and Grand Falls, mile 3.38 Aroostook Subd.
114961—July 10/64	Overhead Bridge	CNR	Trans Canada Highway, Laforge, mile 187.19 Napadogan Subd.
115897—Nov. 9/64	Overhead Bridge	CPR	Trans Canada Highway, Grand Falls, mile 20.29 Edmundston Subd.

Province of Nova Scotia

Nil

Province of Prince Edward Island

Nil

Province of Newfoundland

114001—Apr. 9/64	Overhead Bridge	CNR	Trans Canada Highway, mile 128.6 St. John's Subd.
114485—May 21/64	Overhead Bridge	CNR	Trans Canada Highway, mile 144.33 Clarenville Subd.
114488—May 21/64	Overhead Bridge	CNR	Trans Canada Highway, mile 134.8 Clarenville Subd.
114692—June 11/64	Overhead Bridge	CNR	Trans Canada Highway, mile 90.17 St. John's Subd.
116304—Dec. 18/64	Overhead Bridge	GFC	Near Bishop's Falls

AUTOMATIC PROTECTION

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1964

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$
			PROVINCE OF BRITISH COLUMBIA	
Installation of flashers and bell at unprotected crossings				
113003—Jan. 7/64	2 Flashers and bell	CNR	6th Avenue, Hope, mile 40.05 Yale Subd.	7,240.00
113331—Jan. 29/64	2 Flashers and bell	CNR	Young Road, Chilliwack Twp., mile 71.94 Yale Subd.	11,360.00
113953—Apr. 6/64	2 Flashers and bell	GNR	Highway No. 6, near Salmo, mile 166.87 Fifth Subd.	8,352.00
114038—Apr. 14/64	2 Flashers and bell	GNR	Highway No. 6, near Ymir, mile 175.56 Fifth Subd.	8,060.00
114142—Apr. 20/64	2 Flashers and bell	CPR	Franklin Road, West Grand Forks, mile 95.42 Boundary Subd.	9,200.00
114146—Apr. 20/64	2 Flashers and bell	CPR	Highway No. 8, near Spences Bridge, mile 176.5 Princeton Subd.	7,704.00
114247—Apr. 28/64	2 Flashers and bell	CPR	Laurier St., Athalmer, mile 92.8 Windermere Subd.	9,920.00
114325—May 1/64	2 Flashers and bell	CPR	Valley Road East, near Grand Forks, mile 91.9 Boundary Subd.	7,440.00
114900—July 6/64	2 Flashers and bell	CNR	Highway No. 16 (Londeau St.), Willow River, mile 126.62 Fraser Subd.	8,800.00
114935—July 8/64	2 Flashers and bell	CNR	North Shore Road, near Lake Cowichan, mile 73.38 Cowichan Subd.	8,240.00
115305—Aug. 25/64	2 Flashers and bell	E&N	St. George St., Nanaimo, mile 73.9 Victoria Subd.	7,000.00
116172—Dec. 3/64	2 Flashers and bell	CNR	Vavenby Road, Vavenby, mile 52.98 Clearwater Subd.	11,200.00
116331—Dec. 21/64	2 Flashers and bell	CPR	Highway No. 95, near Golden, mile 165.8 Windermere Subd.	8,680.00
116377—Dec. 28/64	2 Flashers and bell	CPR	Highland Valley Road, Ashcroft, mile 47.1 Thompson Subd.	10,560.00
Installation of short arm gates, flashers and bell at unprotected crossings				
115796—Oct. 29/64	2 Gates, 2 flashers and bell	GNR	Cariboo Road, Burnaby, mile 147.2 Third Subd.	13,080.00
Installation of short arm gates in lieu of, or in addition to existing protection				
114670—June 10/64	2 Gates, 2 flashers and bell in lieu of bell and danger sign.	CPR	Kent St., Port Hammond, mile 105.06 Cascade Subd.	17,440.00
Improvements to existing protection				
115673—Oct. 15/64	Improvement to protection	CNR	Kalum St., Terrace, mile 0.12 Skeena Subd.	976.00
			Adjustments made to cover increased grants for projects approved prior to 1964.	6,036.29
			Total	$161,288.29

Province of Alberta

Installation of flashers and bell at unprotected crossings				
113038—Jan. 9/64	2 Flashers and bell	CNR	49th Street, Vegreville, mile 57.0 Vegreville Subd.	7,600.00
113186—Jan. 22/64	2 Flashers and bell	CPR	Highway No. 45, near Derwent, mile 53.05 Willingdon Subd.	8,000.00
113204—Jan. 23/64	2 Flashers and bell	CPR	Highway No. 002B, near Seven Persons, mile 16.76 Taber Subd.	8,480.00
113247—Jan. 27/64	2 Flashers and bell	CNR	Highway No. 524C, near Wildwood, mile 77.06 Edson Subd.	8,480.00
113328—Jan. 29/64	2 Flashers and bell	CNR	Near Conrich, mile 117.84 Three Hills Subd.	9,000.00
113354—Jan. 30/64	2 Flashers and bell	CPR	District Highway No. 001B, near Roytal, mile 3.05 Taber Subd.	7,840.00
113367—Jan. 31/64	2 Flashers and bell	CNR	Highway No. 36, east of Hanna, mile 132.89 Oyen Subd.	9,200.00
113578—Feb. 21/64	2 Flashers and bell	CPR	64th Avenue, Red Deer, mile 1.73 Leduc Subd.	6,720.00
113642—Feb. 27/64	2 Flashers and bell	CPR	67th Street, Red Deer, mile 3.34 Leduc Subd.	7,280.00
113718—Mar. 5/64	2 Flashers and bell	CNR	West of Sec. 15, 26-27-W4M near Kathryn, mile 106.12 Three Hills Subd.	9,760.00
113742—Mar. 9/64	2 Flashers and bell	CPR	59th Street, Red Deer, mile 0.72 Leduc Subd.	10,160.00
113769—Mar. 12/64	2 Flashers and bell	CPR	47th Street, Wetaskiwin, mile 94.66 Wetaskiwin Subd.	8,000.00
113776—Mar. 12/64	2 Flashers and bell	CNR	Near Kathryn, mile 106.84 Three Hills Subd.	7,600.00
114209—Apr. 23/64	2 Flashers and bell	CPR	District Highway, Coleman, mile 91.56 Crowsnest Subd.	7,840.00
115113—July 30/64	2 Flashers and bell	CPR	53rd Avenue, Ponoka, mile 35.06 Leduc Subd.	9,520.00
115468—Sept. 23/64	2 Flashers and bell	CPR	Between Secs. 4 and 5, Twp. 41, Rge. 7, W4M, Hughenden, mile 111.73 Hardisty Subd.	10,120.00
115576—Oct. 5/64	2 Flashers and bell	CPR	Government Road, Myrnam, mile 65.03 Willingdon Subd.	9,120.00
115746—Oct. 23/64	2 Flashers and bell	CNR	Queen Street, Tofield, mile 226.3 Wainwright Subd.	12,080.00
116148—Dec. 2/64	2 Flashers and bell	CPR	2nd Street South, Vulcan, mile 50.84 Aldersyde Subd.	9,200.00
116323—Dec. 18/64	2 Flashers and bell	CPR	26th Avenue South East, Calgary, mile 0.64 MacLeod Subd.	11,680.00
Installation of flashers and bell in lieu of existing protection				
115597—Oct. 6/64	2 Flashers and bell in lieu of bell and danger sign.	CNR	50th Avenue South East, Calgary, mile 0.55 Calgary Freight Terminal Line.	6,680.00
Installation of short arm gates, flashers and bell at unprotected crossings				
114320—May 1/64	2 Gates, 2 flashers and bell	CPR	50th Avenue South East, Calgary, mile 172.1 Brooks Subd.	14,400.00
			Total	$198,760.00

Province of Saskatchewan

Installation of flashers and bell at unprotected crossings				
113154—Jan. 21/64	2 Flashers and bell	CPR	Highway No. 14, near Perdue, mile 38.64 Wilkie Subd.	7,680.00
113197—Jan. 23/64	2 Flashers and bell	CNR	Highway No. 60, Hawker, mile 2.58 Rosetown Subd.	9,120.00
113206—Jan. 23/64	2 Flashers and bell	CNR	Highway No. 5, near Cote, mile 94.46 Togo Subd.	9,440.00
113219—Jan. 24/64	2 Flashers and bell	CNR	Highway No. 11, near Rosthern, mile 38.59 Duck Lake Subd.	10,240.00
113306—Jan. 28/64	2 Flashers and bell	CPR	Highway No. 9, Yorkton, mile 25.36 Wynyard Subd.	8,320.00
113308—Jan. 28/64	2 Flashers and bell	CPR	Highway No. 14, near Clonmel, mile 14.1 Wynyard Subd.	9,480.00
113333—Jan. 29/64	2 Flashers and bell	CPR	Highway No. 20, near Craven, mile 20.89 Lanigan Subd.	9,320.00
113456—Feb. 10/64	2 Flashers and bell	CNR	McAra Street, Regina, mile 91.38 Glenavon Subd.	8,400.00
113651—Feb. 27/64	2 Flashers and bell	CNR	Highway No. 7, near Delisle, mile 21.44 Rosetown Subd.	10,560.00
113662—Mar. 2/64	2 Flashers and bell	CPR	9th Avenue North, Regina, mile 2.0 Lanigan Subd.	8,880.00
113695—Mar. 4/64	2 Flashers and bell	CPR	4th Avenue, Regina, mile 0.5 Lanigan Subd.	9,440.00
113709—Mar. 4/64	2 Flashers and bell	CNR	Highway No. 7, near Alsask, mile 39.96 Oyen Subd.	7,920.00
113716—Mar. 5/64	2 Flashers and bell	CNR	42nd Street, Saskatoon, mile 0.52 Duck Lake Subd.	10,560.00
114069—Apr. 14/64	2 Flashers and bell	CPR	Highway No. 39, Pasqua, mile 127.89 Indian Head Subd.	9,520.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1964 (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
			PROVINCE OF SASKATCHEWAN—*Continued*	$
114075—Apr. 14/64	2 Flashers and bell	CPR	3rd Street, Weyburn, mile 84.5 Portal Subd.	10,800.00
114393—May 12/64	2 Flashers and bell	CNR	Highway No. 10, (Broadway Street), Yorkton, mile 73.55 Tonkin Subd.	8,160.00
114797—June 23/64	2 Flashers and bell	CNR	33rd Street, Saskatoon, mile 2.62, Govel Loop Line.	8,160.00
114953—July 9/64	2 Flashers and bell	CPR	Avenue P Saskatoon, mile 1.18 Wilkie Subd.	10,160.00
115759—Oct. 26/64	2 Flashers and bell	CPR	Highway No. 2, Assiniboia, mile 60.19 Expanse Subd.	7,200.00
115761—Oct. 26/64	2 Flashers and bell	CPR	Highway No. 2, near Mossbank, mile 45.04 Expanse Subd.	8,000.00
115776—Oct. 29/64	2 Flashers and bell	CPR	Highway No. 2, near Vantage, mile 48.31 Expanse Subd.	7,360.00
115778—Oct. 29/64	2 Flashers and bell	CPR	Dundonald Avenue, Saskatoon, mile 2.40 Wilkie Subd.	8,680.00
115812—Oct. 30/64	2 Flashers and bell	CPR	Highway No. 15, Broderick, mile 113.42 Outlook Subd.	7,640.00
115859—Nov. 4/64	2 Flashers and bell	CPR	Highway No. 51, near Kerrobert, mile 102.11 Kerrobert Subd.	8,600.00
116025—Nov. 24/64	2 Flashers and bell	CPR	Highway No. 55, Whitefox, mile 8.64 Whitefox Subd.	7,720.00
116096—Nov. 27/64	2 Flashers and bell	CPR	Highway No. 35, near Wadena, mile 30.13 Tisdale Subd.	9,200.00
116218—Dec. 9/64	2 Flashers and bell	CPR	Highway No. 35, Nipawin, mile 131.12 Tisdale Subd.	9,520.00
Installation of flashers and bell in lieu of existing protections				
115086—July 28/64	2 Flashers and bell in lieu of wig-wag and bell	CPR	Winnipeg Street, Regina, mile 87.9 Tyvan Subd.	6,640.00
Installation of short arm gates, flashers and bell at unprotected crossings				
113620—Feb. 27/64	2 Gates, 2 flashers and bell	CPR	Park Street, Regina, mile 91.89 Indian Head Subd.	18,600.00
114074—Apr. 14/64	2 Gates, 2 flashers and bell	CNR	Highway No. 30, near Kindersley, mile 0.91 Oyen Subd. mile 120.44 Elrose Subd.	15,760.00
Installations of short arm gates in lieu of, or in addition to existing protections				
114144—Apr. 20/64	2 Gates, 2 flashers and bell in lieu of 2 wigwags and 2 bells	CPR	8th Avenue South East, Moose Jaw, mile 134.3 Indian Head Subd.	9,360.00
			Adjustments made to cover increased grants for projects approved prior to 1964.	735.99
			Total	$291,175.99
			PROVINCE OF MANITOBA	
Installations of flashers and bell at unprotected crossings				
112998—Jan. 7/64	2 Flashers and bell	CNR	Highway No. 6, near Gordon, mile 12.84 Oak Point Subd.	8,480.00
113059—Jan. 10/64	2 Flashers and bell	CNR	Carberry North Road, R.M. of North Cypress, mile 103.19 Rivers Subd.	7,920.00

113195—Jan.	22/64	2 Flashers and bell	CPR	PTH No. 21 Shoal Lake, mile 36.17 Bredenbury Subd.	13,040.00
113264—Jan.	27/64	2 Flashers and bell	CNR	Highway No. 10, The Pas, mile 0.91 Wekusko Subd.	9,040.00
113267—Jan.	27/64	2 Flashers and bell	CPR	Munroe Avenue, East Kildonan, mile 1.12 Lac du Bonnet Subd.	10,000.00
113281—Jan.	27/64	4 Flashers and 2 bells	CNR	Wellington Avenue, St. James, mile 3.79 Oak Point Subd.	8,000.00
113341—Jan.	29/64	2 Flashers and 2 bells	CPR	Chalmers Avenue, Winnipeg, mile 0.6 Lac du Bonnet Subd.	8,560.00
113351—Jan.	30/64	2 Flashers and bell	CNR	PTH No. 10, near Cranberry, mile 2.36 Sherridon Subd.	7,600.00
113523—Feb.	17/64	2 Flashers and bell	CPR	Highway No. 32, Winkler, mile 71.68 La Riviere Subd.	9,320.00
113621—Feb.	27/64	2 Flashers and bell	MRM & CPR	Erin Street, Winnipeg	7,520.00
114035—Apr.	13/64	2 Flashers and bell	CPR	PTH No. 100, near Fortress, mile 11.04 La Riviere Subd.	8,800.00
114969—July	10/64	2 Flashers and bell	CNR	Oakbank Access Road, Dugald, mile 238.48 Redditt Subd.	7,680.00
115644—Oct.	9/64	2 Flashers and bell	CNR	Highway No. 6, R.M. of St. Laurent, mile 59.69 Oak Point Subd.	8,400.00
115748—Oct.	26/64	2 Flashers and bell	CNR	Highway No. 207, near Lorette, mile 142.42 Sprague Subd.	7,840.00
115777—Oct.	29/64	2 Flashers and bell	CPR	Highway No. 11, Lac du Bonnet, mile 64.11 Lac du Bonnet Subd.	7,200.00
115795—Oct.	29/64	2 Flashers and bell	CNR	Highway No. 308, Sprague, mile 57.81 Sprague Subd.	9,600.00
115798—Oct.	29/64	2 Flashers and bell	CPR	Highway No. 8A, near Parkdale, mile 11.04 Winnipeg Beach Subd.	8,240.00
115822—Oct.	30/64	2 Flashers and bell	CPR	Highway No. 201, Dominion City, mile 54.43 Emerson Subd.	9,440.00
115879—Nov.	9/64	2 Flashers and bell	CPR	Highway No. 215, Beausejour, mile 33.74 Lac du Bonnet Subd.	8,000.00
115911—Nov.	10/64	2 Flashers and bell	CPR	Highway No. 9A, Selkirk, mile 21.1 Winnipeg Beach Subd.	10,520.00
116217—Dec.	9/64	4 Flashers and bell	CPR	Highway No. 101, Murray Park, mile 5.33 Glenboro Subd.	7,640.00
116244—Dec.	14/64	2 Flashers and bell	CPR	Highway No. 18, Killarney, mile 50.93 Napinka Subd.	7,560.00
116253—Dec.	15/64	2 Flashers and bell	CNR	Highway No. 6, Clarkleigh, mile 66.93 Oak Point Subd.	10,160.00
116282—Dec.	16/64	2 Flashers and bell	CNR	Highway No. 268, Birch River, mile 21.86 Erwood Subd.	8,400.00
116306—Dec.	18/64	2 Flashers and bell	CNR	Provincial Road No. 366, Minitonas, mile 87.09 Cowan Subd.	8,720.00
116322—Dec.	18/64	2 Flashers and bell	CNR	Highway No. 260, Ogilvie, mile 44.06 Gladstone Subd.	8,640.00
				Total	$226,320.00

Installations of flashers and bell at unprotected crossings

PROVINCE OF ONTARIO

112994—Jan.	7/64	2 Flashers and bell	CNR	Highway No. 85, South of St. Jacob's mile 6.84 Waterloo Subd., Elmira Branch	8,464.00
112995—Jan.	7/64	2 Flashers and bell	AC&HB	Goulais Bay Road, near Sault Ste. Marie, mile 6.50 Sault Ste. Marie Subd.	7,371.00
113052—Jan.	10/64	2 Flashers and bell	CPR	N. & S. Road Allowance, Twp. of Blenheim, mile 71.06 Galt Subd.	6,960.00
113105—Jan.	16/64	2 Flashers and bell	CNR	County Road No. 10, County of Bruce, mile 29.64 Owen Sound Subd.	7,920.00
113107—Jan.	16/64	2 Flashers and bell	CPR	County Road No. 17, County of Simcoe, mile 101.45 MacTier Subd.	8,200.00
113110—Jan.	17/64	2 Flashers and bell	CNR	County Road No. 19, Rathburn, mile 81.52 Bala Subd.	8,080.00
113146—Jan.	21/64	2 Flashers and bell	CPR	King Street, Sturgeon Falls, mile 23.46 Cartier Subd.	12,900.00
113173—Jan.	21/64	2 Flashers and bell	CPR	Nipissing Street, Sturgeon Falls, mile 23.20 Cartier Subd.	12,420.00
113180—Jan.	22/64	2 Flashers and bell	CPR	Highway No. 630, near Eau Claire, mile 83.58 North Bay Subd.	9,340.00
113183—Jan.	22/64	2 Flashers and bell	CNR	Mill Street, Baden, mile 72.50 Brampton Subd.	9,056.00
113205—Jan.	23/64	2 Flashers and bell	CPR	County Road No. 10, County of Bruce, mile 28.38 Walkerton Subd.	8,100.00
113218—Jan.	24/64	2 Flashers and bell	CPR	Highway No. 4 near Hanover, mile 23.27 Walkerton Subd.	9,200.00
113227—Jan.	24/64	2 Flashers and bell	CNR	Highway No. 33 (west of Consecon), Twp. of Hillier, mile 19.10 Picton Subd.	8,960.00
113233—Jan.	27/64	2 Flashers and bell	CNR	Lots 5 & 6, Con. 11, South of Alma, mile 51.44 Fergus Subd.	6,400.00
113251—Jan.	27/64	2 Flashers and bell	AC&HB	Huron Street, Sault Ste. Marie, mile 0.63 Soo Subd.	7,310.00
113275—Jan.	27/64	2 Flashers and bell	CNR	County Road No. 8, Twp. of Ekfrid, mile 22.01 Chatham Subd.	9,200.00
113284—Jan.	28/64	2 Flashers and bell	CNR	Highway No. 33, Twp. of Hallowell, mile 7.50 Picton Subd.	8,880.00
113286—Jan.	28/64	2 Flashers and bell	CNR	County Road No. 10, Dublin, mile 18.39, Goderich Subd.	7,040.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1964 (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
			PROVINCE OF ONTARIO—*Continued*	$
113294—Jan. 28/64	2 Flashers and bell	CNR	County Road No. 19, Twp. of Downie, mile 4.39 Goderich Subd.	5,744.00
113311—Jan. 28/64	2 Flashers and bell	C&O	County Road No. 9, New Canaan, mile 15.41 No. 1 Subd.	9,904.00
113314—Jan. 28/64	2 Flashers and bell	ETR	Malden Road, La Salle, mile 14.4 Main Line Subd.	8,100.00
113315—Jan. 28/64	2 Flashers and bell	CPR	Prince Albert Road, Twp. of Chatham, mile 62.09 Windsor Subd.	8,760.00
113316—Jan. 28/64	2 Flashers and bell	CNR	Highway No. 101, Foleyet, mile 0.57 Oba Subd.	9,160.00
113318—Jan. 28/64	2 Flashers and bell	CNR	Princess Street, Mount Albert, mile 41.06 Bala Subd.	14,240.00
113336—Jan. 29/64	2 Flashers and bell	CNR	County Road No. 7, Twp. of Humberstone, mile 4.31 Humberstone Subd.	6,560.00
113338—Jan. 29/64	2 Flashers and bell	CPR	Albert Street West, Sault Ste. Marie, mile 132.96 Thessalon Subd.	8,320.00
113339—Jan. 29/64	2 Flashers and bell	CPR	Lot 26, Con. 5, Pointe-au-Baril (Twp. of Harrison), mile 48.94 Parry Sound Subd.	8,900.00
113389—Feb. 5/64	2 Flashers and bell	CPR	Highway No. 87, near Harriston, mile 43.04 Teeswater Subd.	8,400.00
113447—Feb. 7/64	2 Flashers and bell	CNR	County Road No. 3, Casselman West, mile 49.27, Alexandria Subd.	13,760.00
113516—Feb. 17/64	2 Flashers and bell	CPR	County Road No. 17, Severn Falls, mile 103.87 MacTier Subd.	8,800.00
113540—Feb. 18/64	2 Flashers and bell	CPR	Munroe Avenue, Renfrew, mile 59.05, Chalk River Subd.	9,700.00
113544—Feb. 18/64	2 Flashers and bell	CPR	Plaunt Street, Renfrew, mile 59.00 Chalk River Subd.	12,260.00
113545—Feb. 18/64	2 Flashers and bell	CNR	Highway No. 545, South of Milnet, mile 8.31 Ruel Subd.	10,560.00
113548—Feb. 18/64	2 Flashers and bell	CPR	County Road No. 9, Plantagenet, mile 50.77 M. & O. Subd.	9,840.00
113608—Feb. 27/64	2 Flashers and bell	CNR	Elgin Mills Road, Richmond Hill, mile 22.16 Bala Subd.	7,816.00
113644—Feb. 27/64	2 Flashers and bell	CNR	Highway No. 512, (Queen Street), Killaloo, mile 81.86 Renfrew Subd.	9,120.00
113710—Mar. 4/64	2 Flashers and bell	CNR	Miller Street, Gogama, mile 86.54 Ruel Subd.	11,840.00
113753—Mar. 10/64	2 Flashers and bell	CNR	No. 10 Sideroad, Twp. of Esquesing, mile 19.01 Milton Subd.	7,280.00
113771—Mar. 12/64	2 Flashers and bell	CNR	Highway No. 539A, River Valley, mile 102.83 Alderdale Subd.	9,280.00
113824—Mar. 19/64	2 Flashers and bell	CPR	County Road No. 1, Curran West, mile 54.30 M. & O. Subd.	7,760.00
113830—Mar. 19/64	2 Flashers and bell	CNR	Birch Street, Garson, mile 3.32, Garson Branch Sudbury Terminals Subd.	6,080.00
113975—Apr. 7/64	2 Flashers and bell	CPR	Bloor Street East, Oshawa, mile 69.26 Oshawa Subd.	9,500.00
113999—Apr. 9/64	2 Flashers and bell	CNR	Lot 10, Con. 1, Twp. of Dana, mile 108.10 Alderdale Subd.	6,640.00
114039—Apr. 14/64	2 Flashers and bell	CPR	Audley Road, east of Audley, mile 79.5 Oshawa Subd.	9,880.00
114055—Apr. 14/64	2 Flashers and bell	CNR	Suburban Road No. 24, Twp. of Brantford, mile 5.42 Burford Subd.	4,960.00
114148—Apr. 20/64	2 Flashers and bell	CNR	Highway No. 600, Rainy River, mile 0.78 Sprague Subd.	9,600.00
114158—Apr. 22/64	2 Flashers and bell	CNR	Townline Road, near Mount Albert, mile 37.14 Bala Subd.	8,960.00
114161—Apr. 22/64	2 Flashers and bell	ETR	Howard Avenue, Windsor, mile .09 Factory Branch	8,200.00
114163—Apr. 22/64	2 Flashers and bell	ETR	St. Luke Road, Windsor, mile 0.80 Main Line Subd.	8,900.00
114171—Apr. 22/64	2 Flashers and bell	ETR	Crawford Avenue, Windsor, mile 4.80 Main Line Subd.	8,400.00
114173—Apr. 22/64	2 Flashers and bell	CPR	County Road No. 3B, County of Lanark, mile 10.6 Havelock Subd.	9,000.00
114181—Apr. 22/64	2 Flashers and bell	ETR	Campbell Avenue, Windsor, mile 5.35 Main Line Subd.	8,200.00
114186—Apr. 22/64	2 Flashers and bell	CNR	Moodie Drive, near Fallowfield, mile 7.96 Smiths Falls Subd.	9,440.00
114211—Apr. 23/64	2 Flashers and bell	CPR	Cunningham Road, Sultan, mile 95.9 Nemegos Subd.	9,920.00

114223—Apr. 24/64	2 Flashers and bell	CPR	County Road No. 3, Twp. of Horton, mile 51.05 Chalk River Subd.	8,900.00
114290—Apr. 29/64	2 Flashers and bell	CNR	Highway No. 602, near Emo, mile 108.07 Fort Frances Subd.	8,800.00
114303—Apr. 30/64	2 Flashers and bell	CNR	County Road No. 15, near Hiam, mile 90.24 Beachburg Subd.	7,760.00
114434—May 14/64	2 Flashers and bell	CNR	Napier Street, Mitchell, mile 13.64 Goderich Subd.	6,960.00
114459—May 20/64	2 Flashers and bell	CPR	Grandview Street, Oshawa, mile 69.38 Oshawa Subd.	9,500.00
114500—May 25/64	2 Flashers and bell	AC&HB	Korah Road (2nd Line Road), Sault Ste. Marie, mile 2.8 Soo Subd.	7,930.00
114504—May 25/64	2 Flashers and bell	CNR	Burleigh Road, Twp. of Bertie, mile 8.39 Dunnville Subd.	
	2 Flashers and bell	CNR	Bernard Avenue, Twp. of Bertie, mile 7.89 Dunnville Subd.	14,080.00
114534—May 26/64	2 Flashers and bell	AC&HB	Conmee Avenue, Sault Ste. Marie, mile 2.34 Soo Subd.	10,789.00
114587—June 1/64	2 Flashers and bell	CNR	County Road No. 22, Twp. of Onondaga, mile 63.05 Dunnville Subd.	7,200.00
114621—June 4/64	2 Flashers and bell	CNR	County Road No. 16, near Burford, mile 9.29 Burford Subd.	6,720.00
114658—June 9/64	2 Flashers and bell	CPR	Pembroke Street, Sturgeon Falls, mile 23.82 Cartier Subd.	14,300.00
114793—June 23/64	2 Flashers and bell	CNR	County Road No. 8, Twp. of Onondaga, mile 67.68 Dunnville Subd.	7,280.00
114888—July 2/64	2 Flashers and bell	TH&B	County Road No. 4, County of Welland, mile 7.93 Welland Subd.	7,840.00
114896—July 3/64	2 Flashers and bell	CNR	County Road No. 5 (Mill Street), Frankford, mile 7.92 Maynooth Subd.	11,840.00
114904—July 6/64	2 Flashers and bell	CNR	Highway No. 26, south of Thornbury, mile 43.0 Meaford Subd.	6,160.00
114958—July 9/64	2 Flashers and bell	CPR	County Road No. 4, Leonard, mile 70.67 M. & O. Subd.	10,200.00
114970—July 10/64	2 Flashers and bell	CPR	County Road No. 15, Alfred, mile 46.17 M. & O. Subd.	10,200.00
114984—July 14/64	2 Flashers and bell	C&O	Highway No. 21, near Dresden, mile 0.10 Dresden Belt Line (HB mile 29.80 Subd. No. 2)	9,636.00
115028—July 20/64	2 Flashers and bell	C&O	Mallott Sideroad, Twp. of Mersea, mile 39.80 No. 1 Subd.	10,880.00
115184—Aug. 10/64	2 Flashers and bell	CNR	Con. B Road, Lot 134, Twp. of Foley, mile 144.19 Bala Subd.	11,680.00
115215—Aug. 11/64	2 Flashers and bell	CPR	North Bay, mile 1.78 Cartier Subd.	8,100.00
115216—Aug. 11/64	2 Flashers and bell	CPR	Townsend Street, Peterborough, mile 118.21 Havelock Subd.	
	2 Flashers and bell	CNR	Townsend Street, Peterborough, mile 63.10 Campbellford Subd.	12,320.00
115355—Sept. 1/64	2 Flashers and bell	CNR	University Avenue, Waterloo, mile 2.69 Waterloo Subd.	8,880.00
115394—Sept. 8/64	2 Flashers and bell	CNR	Progress Avenue, Twp. of Scarborough, mile 56.74 Uxbridge Subd.	10,800.00
115397—Sept. 8/64	2 Flashers and bell	CPR	County Road No. 15, Twp. of Alice, mile 98.10 Chalk River Subd.	10,000.00
115427—Sept. 16/64	2 Flashers and bell	CPR	County Road No. 17, Twp. of Matchedash, mile 95.90 MacTier Subd.	9,700.00
115445—Sept. 18/64	2 Flashers and bell	CPR	County Road No. 17, Twp. of Matchedash, mile 98.51 MacTier Subd.	10,000.00
115469—Sept. 23/64	2 Flashers and bell	TH&B & CNR	Gage Avenue, Hamilton	23,021.00
115477—Sept. 24/64	2 Flashers and bell	CNR	Beechwood Drive, Toronto, mile 4.91 Bala Subd.	6,560.00
115510—Sept. 28/64	2 Flashers and bell	CNR	County Road No. 8, east of Stirling, mile 16.73 Campbellford Subd.	7,680.00
115542—Sept. 30/64	2 Flashers and bell	C&O	Dauw Avenue, Wallaceburg, mile 42.3 Canadian No. 2 Subd.	10,048.00
115565—Oct. 2/64	2 Flashers and bell	CNR	Modeland Road, Twp. of Sarnia, mile 65.96 Forest Subd.	6,960.00
115603—Oct. 7/64	2 Flashers and bell	CPR	Bellrock Road, Verona, mile 79.08 Kingston Subd.	10,200.00
115648—Oct. 9/64	2 Flashers and bell	CNR	Highway No. 609, Quibell, mile 74.65 Redditt Subd.	10,000.00
115770—Oct. 29/64	2 Flashers and bell	CNR	County Road No. 17, Vars, mile 60.71 Alexandria Subd.	12,240.00
115782—Oct. 29/64	2 Flashers and bell	CPR	Rink Street, Peterborough, mile 118.31 Havelock Subd.	10,500.00
115783—Oct. 29/64	2 Flashers and bell	CPR	10th Con. Road, bet. Lots 13 & 14, Twp. of Vespra, mile 63.27 MacTier Subd.	10,000.00
115787—Oct. 29/64	2 Flashers and bell	CNR	County Road No. 3, Twp. of Wainfleet, mile 25.52 Dunnville Subd.	9,440.00
115806—Oct. 29/64	2 Flashers and bell	CPR	County Road No. 17, Twp. of Elmsley, mile 1.56 Brockville Subd.	9,800.00
115877—Nov. 9/64	2 Flashers and bell	CPR	Chamberlain Street, Peterborough, mile 118.47 Havelock Subd.	9,500.00
115888—Nov. 9/64	2 Flashers and bell	CNR	County Road No. 13, Bells Corners, mile 11.40 Beachburg Subd.	9,600.00
115912—Nov. 10/64	2 Flashers and bell	CNR	Highway No. 40A (Churchill Road), Sarnia, mile 1.50 Froomfield Spur, H.B. mile 58.9 Strathroy Subd.	8,720.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1964 (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
		PROVINCE OF ONTARIO—*Continued*		$
115959—Nov. 17/64	2 Flashers and bell	CPR	Highway No. 101, 1.7 miles south of Chapleau, mile 134.3 Nemegos Subd.	9,000.00
116018—Nov. 24/64	2 Flashers and bell	CNR	Twp. Road No. 16, east of Baden, mile 71.53 Brampton Subd.	9,360.00
116020—Nov. 24/64	2 Flashers and bell	CPR	Chambers Street, Smiths Falls, mile 0.3, Brockville Subd.	9,000.00
116031—Nov. 24/64	2 Flashers and bell	CNR	McConnell Avenue, Cornwall, mile 1.45 Cornwall Spur	7,760.00
116034—Nov. 24/64	2 Flashers and bell	CNR	MacPherson Avenue, Kapuskasing, mile 69.43 Kapuskasing Subd.	23,680.00
116167—Dec. 3/64	2 Flashers and bell	CNR	Boundary Road, Bet. Twps. of Portland & Camden East, mile 89.20 Smiths Falls Subd.	9,920.00
116177—Dec. 3/64	2 Flashers and bell	CNR	Mill Road, Fort Frances, mile 166.02 Cusson Subd.	7,760.00
116188—Dec. 4/64	2 Flashers and bell	CNR	12th Line Road, Twp. of Innisfil, mile 59.29 Newmarket Subd.	8,000.00
116215—Dec. 9/64	2 Flashers and bell	CPR	Garden Street, Whitby, mile 178.27 Belleville Subd.	9,700.00
116219—Dec. 9/64	2 Flashers and bell	CPR	Gordon Sideroad, Twp. of Gloucester, mile 10.91, Prescott Subd.	10,000.00
116307—Dec. 18/64	2 Flashers and bell	CNR	Twp. Road, Pine Orchard, Twp. of Whitchurch, mile 35.44, Bala Subd.	13,280.00
116395—Dec. 29/64	2 Flashers and bell	CNR	Brunelle Road, Kapuskasing, mile 68.44 Kapuskasing Subd.	10,160.00
116403—Dec. 30/64	2 Flashers and bell	CNR	County Road No. 23, Glen Robertson, mile 15.52 Alexandria Subd.	14,400.00
Installations of flashers and bell in lieu of existing protections				
113020—Jan. 8/64	2 Flashers and bell in lieu of 2 wigwags and bells	C&O	Erie St., Leamington, mile 38.1 No. 1 Subd.	8,848.00
113309—Jan. 28/64	2 Flashers and bell in lieu of 2 wigwags and bells	NYC	Sunset Drive, Fort Erie, mile 3.32 Fort Erie Subd.	3,732.00
113611—Feb. 27/64	2 Flashers and bell in lieu of wigwag and bell	C&O	Queen Street, Harrow, mile 21.6 Canadian No. 1 Subd.	12,272.00
113732—Mar. 5/64	2 Flashers and bell in lieu of wigwags and bell	CPR	Landsdowne Avenue, Peterborough, mile 25.64 Peterboro Subd.	13,892.00
114162—Apr. 22/64	2 Flashers and bell in lieu of wigwag and bell	C&O	Tecumseh Blvd., (Hwy. No. 39), Windsor, mile 2.0 Subd. No. 1	8,950.00
114172—Apr. 22/64	2 Flashers and bell in lieu of wigwag and bell	ETR	Drouillard Street, Windsor, mile 0.59 Main Line Subd.	12,100.00
114177—Apr. 22/64	2 Flashers and bell in lieu of wigwag and bell	C&O	Seminole Street, Windsor, mile 1.5 No. 1 Subd.	7,844.00
114304—Apr. 30/64	2 Flashers and bell in lieu of Flasher and bell	CNR	Brock Street, Uxbridge, mile 28.56 Uxbridge Subd.	6,800.00
114743—June 18/64	4 Flashers, 2 bells in lieu of 4 manual gates	CNR CPR QCR	College Street, Lennoxville, CNR mile 43.84 Sherbrooke Subd., CPR mile 65.39, Megantic Subd. QCR mile 3.08 Newport Subd.	32,288.00

114914—July 6/64	2 Flashers and bell in lieu of wig-wag and bell	ETR	Kildare Road, Windsor, mile 1.30 Main Line Subd.	10,400.00
115186—Aug. 10/64	2 Flashers and bell in lieu of 2 wig-wags and bell	CPR	Aylmer Street, Peterborough, mile 118.16 Havelock Subd.	8,720.00
115187—Aug. 10/64	2 Flashers and bell in lieu of wig-wags and bell	CPR	Park Street, Peterborough, mile 118.40 Havelock Subd.	9,000.00
115474—Sept. 24/64	2 Flashers and bell in lieu of wig-wags and bells	NYC	Creek Road, Twp. of Crowland, mile 6.19 N.F. Main Line Subd.	3,130.00
115509—Sept. 28/64	2 Flashers and bell in lieu of wig-wags and bell	C&O	Town Line Road, Merlin, mile 61.0 Canadian No. 1 Subd.	12,704.00
115547—Sept. 30/64	2 Flashers and bell in lieu of bell and danger sign	TH&B	Mountain Avenue, Stoney Creek, mile 31.05 Welland Subd.	4,300.00
115799—Oct. 29/64	2 Flashers and bell in lieu of 2 wig-wags and bells	C&O	Elliott Street, Leamington, mile 37.7 Canadian No. 1 Subd.	10,600.00
Installation of short arm gates, flashers and bell at unprotected crossings				
112989—Jan. 7/64	2 Gates, 2 flashers and bell	CNR	Mill Street North, Brampton, mile 21.37 Brampton Subd.	15,920.00
113001—Jan. 7/64	2 Gates, 2 flashers and bell	CNR	Dunlop Drive, Whitby, mile 304.29 Oshawa Subd.	21,320.00
113207—Jan. 23/64	2 Gates, 2 flashers and bell	CNR	McConnell Avenue, Cornwall, mile 67.31 Cornwall Subd.	28,400.00
113610—Feb. 27/64	2 Gates, 2 flashers and bell	CNR	Queen Street, Strathroy, mile 19.59 Strathroy Subd.	25,360.00
113636—Feb. 27/64	2 Gates, 2 flashers and bell with 2 add. lights on each signal	CNR	15th Street, Jordan, mile 16.65 Grimsby Subd.	21,880.00
114040—Apr. 14/64	2 Gates, 2 flashers and bell	CPR	Carriere Street, Azilda, mile 86.38 Cartier Subd.	19,600.00
114043—Apr. 14/64	2 Gates, 2 flashers and bell	CPR	Montee Rouleau, Azilda, mile 85.41 Cartier Subd.	18,884.00
114044—Apr. 14/64	2 Gates, 2 flashers and bell	CPR	Marier Street, Azilda, mile 86.91 Cartier Subd.	18,940.00
114053—Apr. 14/64	2 Gates, 2 flashers and bell	CNR	Frankford Road, West of Belleville, mile 224.08 Oshawa Subd.	16,560.00
114067—Apr. 14/64	2 Gates, 2 flashers and bell	CPR	Montee Principale, Azilda, mile 87.91 Cartier Subd.	18,940.00
114228—Apr. 24/64	2 Gates, 2 flashers and 2 bells	CPR	Grand Marais Road, Windsor, mile 108.31 Windsor Subd.	15,200.00
		CNR	Grand Marais Road, Windsor, mile 4.28 Chrysler Spur, mile 102.7 Chatham Subd.	
		C&O	Grand Marais Road, Windsor, mile 3. No. 1 Subd.	
114324—May 1/64	2 Gates, 2 flashers and bell	CNR	(Track Road) Tenth Street, Cornwall, mile 66.1 Cornwall Subd.	25,280.00
114557—May 28/64	2 Gates, 2 flashers and bell	CPR	4th Con. Road, Levack, mile 102.37 Cartier Subd.	19,300.00
114619—June 4/64	2 Gates, 2 flashers and bell	CNR	Brockem Road, Twp. of Augusta, mile 119.05 Cornwall Subd.	28,000.00
114880—July 2/64	2 Gates, 2 flashers and bell	CNR	Elliott Road, Kingston, mile 173.49 Gananoque Subd.	41,840.00
115282—Aug. 19/64	2 Gates, 2 flashers and bell	CNR	Blue Church Road, Twp. of Augusta, mile 116.57 Cornwall Subd.	16,160.00
115470—Sept. 23/64	2 Gates, 2 flashers and bell	CNR	Simpson Avenue, Bowmanville, mile 290.44 Oshawa Subd.	22,560.00
115561—Oct. 2/64	2 Gates, 2 flashers and bell	CNR	Boundary Road, Cornwall, mile 64.71 Cornwall Subd.	26,400.00
115594—Oct. 6/64	2 Gates, 2 flashers and bell	CNR	4th Line Road West, Twp. of Chinguacousy, mile 25.01 Brampton Subd.	8,800.00
115617—Oct. 7/64	2 Gates, 2 flashers and bell	CPR	Highway No. 634, near Chelmsford, mile 90.57 Cartier Subd.	19,600.00
115720—Oct. 21/64	2 Gates, 2 flashers and bell	CNR	Quetton Street, Washago, mile 98.82 Newmarket Subd. and mile 88.89 Bala Subd.	26,400.00
115858—Nov. 4/64	2 Gates, 2 flashers and bell	CNR	Bet. Lots 34 and 35, Con. 1, Twp. of Ernestown, mile 184.01 Gananoque Subd.	15,440.00
116005—Nov. 23/64	2 Gates, 2 flashers and bell	CNR	Boundary Road, bet. Twp. of Kingston and Twp. of Ernestown, mile 181.71 Gananoque Subd.	16,400.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1964 (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
		PROVINCE OF ONTARIO—*Continued*		$
Installation of short arm gates in lieu of, or in addition to existing protections				
113000—Jan. 7/64	2 Gates, 2 flashers and bell in lieu of 2 wigwags and bells	NYC	Cabana Road (County Road No. 18) near Pelton, mile N.F. 220.56 Main Line Subd.	18,373.00
113636—Feb. 27/64	2 Gates, 2 flashers and bell in lieu of 2 flashers and bell	CNR	County Road No. 20 (Lake Street), Jordan, mile 17.19 Grimsby Subd.	25,880.00
114166—Apr. 22/64	2 Gates, 2 flashers in lieu of 2 flashers and bell	CNR	Pillette Road, Windsor, mile 104.01 Chatham Subd.	13,504.00
114193—Apr. 22/64	2 Gates, 2 flashers and bell in lieu of 2 flashers and bell	CNR	George Avenue, Windsor, mile 104.49 Chatham Subd.	15,440.00
114240—Apr. 27/64	2 Gates, 2 flashers and bell in lieu of 2 flashers and 2 bells	NYC (MCR)	Suburban Road 58A (Walker Road), Pelton, mile 219.27 Main Line Subd.	17,576.00
115283—Aug. 19/64	2 Gates, 2 flashers and bell in lieu of wigwags and bells	NYC	County Road No. 20, Shedden, County of Elgin, mile 124.25 Main Line Subd.	17,104.00
115411—Sept. 10/64	2 Gates, 2 flashers and bell in lieu of wigwags and bells	NYC	County Road No. 27, Twp. of Raleigh, mile 174.50 Main Line Subd.	17,188.00
115508—Sept. 28/64	2 Gates, 2 flashers and bell in lieu of wigwags and bell	NYC	Centre Road, Buxton, mile 178.29 Main Line Subd.	19,042.00
115628—Oct. 8/64	1 Gate, 1 flasher and bell in lieu of wigwags and bells	NYC	County Road No. 14, Iona, mile N.F. 128.13 Main Line Subd.	14,700.00
115628—Oct. 8/64	1 Gate, 1 flasher and bell in lieu of wigwags and bell	C&O	County Road No. 14, Iona, mile 114.5 Canadian No. 1 Subd.	16,684.00
115814—Oct. 30/64	2 Gates, 2 flashers and bell in lieu of wigwags and bells	NYC	Main Street, Comber, mile N.F. 195.91 Main Line Subd.	19,697.00
115998—Nov. 23/64	2 Gates, 2 flashers and bell in lieu of wigwags and bells	NYC	Elgin Street, St. Thomas, mile N.F. 115.74 Main Line Subd.	21,142.00
116010—Nov. 24/64	2 Gates, 2 flashers and bell in lieu of wigwags and bells	NYC	Kent County Road No. 9, Twp. of Howard, mile 159.96 Main Line Subd.	16,578.00
Improvements to existing protections				
112963—Jan. 3/64	Improvements to protection	CNR	Leslie Street, Oriole, mile 11.86 Bala Subd.	1,152.00
113104—Jan. 16/64	1 Additional flasher and modernize circuit	CNR	Hope Street, Tavistock, mile 23.62 Drumbo Subd.	4,205.00
113104—Jan. 16/64	1 Additional flasher and modernize circuit	CNR	Woodstock Street, Tavistock, mile 23.66 Drumbo Subd.	6,308.00
113141—Jan. 21/64	1 Flasher in addition to existing	CNR	Park Street, Peterborough, mile 12.33 Lakefield Subd.	6,000.00
113150—Jan. 21/64	Improvements to protection	CNR	King Street, Oshawa, mile 1.64 Oshawa Subd.	2,092.00
	Improvements to protection	CNR	Athol Street, Oshawa, mile 1.57 Oshawa Subd.	
113150—Jan. 21/64	Improvements to circuits	CNR	King Street, Oshawa, mile 1.64 Oshawa Subd.	6,280.00
	Improvements to circuits	CNR	Athol Street, Oshawa, mile 1.57 Oshawa Subd.	

113320—Jan. 28/64	Improvements to protection	CNR	Reid Street, Peterborough, mile 64.03 Campbellford Subd.	5,680.00
113326—Jan. 29/64	2 Gates, 2 flashers and bell in lieu of manual gates	CNR	Pape Avenue, Toronto, mile 330.96 Oshawa Subd.	24,320.00
113412—Feb. 6/64	1 Flasher and bell in addition to existing flasher	CNR	Bridge Street, Hastings, mile 41.19 Campbellford Subd.	8,880.00
113534—Feb. 17/64	1 Flasher in addition to existing	CNR	Daniel Street, Arnprior, mile 26.22 Renfrew Subd.	6,840.00
113723—Mar. 5/64	2 Gates, 3 flashers, 2 bells in lieu of manual gates	CPR	Osler Street, Toronto, mile 5.72 North Toronto Subd.	26,560.00
113726—Mar. 5/64	2 Gates, 2 flashers and bell in lieu of manual gates	CPR	Bartlett Avenue, Toronto, mile 4.62 North Toronto Subd.	23,360.00
113927—Apr. 3/64	Improvements to protection	CNR	Bet. Cons. 4 & 5, Twp. of Glanford, mile 10.60, Hagersville Subd.	320.00
114178—Apr. 22/64	Improvements to existing protection	ETR	Huron Church Line Road, Windsor, mile 6.05 Main Line Subd.	11,900.00
114208—Apr. 23/64	Improvement to existing protection	ETR	Tecumseh Road, Windsor, mile 2.0 Main Line Subd.	8,100.00
114663—June 9/64	Improvements to existing protection	CPR	Eramosa Road, Guelph, mile 31.59 Goderich Subd.	5,400.00
115054—July 22/64	Improvement to protection	CNR	Ottawa Avenue, South River, mile 76.64 Huntsville Subd.	7,120.00
116040—Nov. 24/64	Improvements to protection	CNR	Highbury Avenue, London, mile 30.19 Thorndale Subd.	5,680.00
116082—Nov. 26/64	Improvements to protection	CNR	Highway No. 20, Niagara Falls, mile 5.26 Welland Subd.	5,072.00
			Adjustments made to cover increased grants from projects approved prior to 1964.	26,453.95
			Total	$2,111,723.95

PROVINCE OF QUEBEC

Installations of flashers and bell at unprotected crossings

113015—Jan. 8/64	2 Flashers and bell	CNR	Route de Berthier, St. Francois de Sales de la Riviere du Sud, mile 86.35 Montmagny Subd.	13,280.00
113144—Jan. 21/64	2 Flashers and bell	CNR	Station Road, St. Honore, mile 26.57 Temiscouata Subd.	9,680.00
113184—Jan. 22/64	2 Flashers and bell	CNR	Highway No. 47, Parish of Contrecoeur, mile 33.86 Sorel Subd.	10,320.00
113185—Jan. 22/64	2 Flashers and bell	CNR	McDonald Patrickton Road, St. Jules, mile 57.23 Cascapedia Subd.	9,440.00
113222—Jan. 24/64	2 Flashers and bell	CNR	Rge. North-South Rd., Twp. of Normandin, mile 44.83 Roberval Subd.	8,360.00
113265—Jan. 27/64	2 Flashers and bell	CNR	Station Road, Ste. Rose-du-Degele, mile 60.21 Temiscouata Subd.	9,920.00
113279—Jan. 27/64	2 Flashers and bell	CNR	Elgin Road, St. Jean-Port-Joli, mile 52.43 Montmagny Subd.	10,400.00
113313—Jan. 28/64	2 Flashers and bell	CNR	Domaine Road, Parish of Lemieux, mile 58.92 Drummondville Subd.	10,400.00
113319—Jan. 28/64	2 Flashers and bell	CNR	Range 7 Road, Parish of St. Germain de Grantham, mile 102.72 Drummondville Subd.	13,920.00
113332—Jan. 29/64	2 Flashers and bell	CNR	Senneterre-Chibougamou Highway, Desmaraisville, (Twp. of Lesueur), mile 16.28 Opemiska Subd.	8,320.00
113346—Jan. 29/64	2 Flashers and bell	CNR	Station Road, Aston, mile 72.03 Drummondville Subd.	14,880.00
113355—Jan. 30/64	2 Flashers and bell	CNR	4th Range Road, near Drummondville, mile 99.6 Drummondville Subd.	11,280.00
113441—Feb. 7/64	2 Flashers and bell	CNR	Ferry Road, N-D-des Anges de Montauban, mile 13.95 St. Tite Subd.	10,080.00
113444—Feb. 7/64	2 Flashers and bell	CNR	Montee Ste. Julie, Parish of Ste. Anne-de-Varennes, mile 12.47 Sorel Subd.	9,040.00
113445—Feb. 7/64	2 Flashers and bell	CNR	Bureau Road, St. Leonard, mile 82.86 Drummondville Subd.	10,400.00
113473—Feb. 12/64	2 Flashers and bell	CNR	Station Road, Parish of St. Gregoire, mile 30.94 Aston Subd.	10,400.00
113477—Feb. 12/64	2 Flashers and bell	CNR	Chemin de Front Coteau Nord, St. Pierre de la Rivier du Sud, mile 84.55 Montmagny Subd.	8,800.00
113506—Feb. 17/64	2 Flashers and bell	CPR	Fulford Road, West Shefford, mile 113.65 Sherbrooke Subd.	8,422.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1964 (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
		PROVINCE OF QUEBEC—*Continued*		$
113526—Feb. 17/64	2 Flashers and bell	CPR	River Street, Val David, mile 38.89 Ste. Agathe Subd.	10,133.00
113541—Feb. 18/64	2 Flashers and bell	CNR	Montee de la Petite Prairie, Parish of Ste. Anne de Varennes, mile 14.44 Sorel Subd.	9,120.00
113543—Feb. 18/64	2 Flashers and bell	CPR	Chemin Bois de l'Ail, St. Basile Sud, mile 130.73 Quebec Subd.	9,040.00
113546—Feb. 18/64	2 Flashers and bell	CPR	South Shore Road, Ste. Therese West, mile 22.38 Lachute Subd.	8,080.00
113550—Feb. 18/64	2 Flashers and bell	CNR	Range 8 (Highway No. 25), St. Cajetan d'Armagh, mile 169.94 Monk Subd.	11,200.00
113568—Feb. 20/64	2 Flashers and bell	CNR	Highway No. 68, Parish of St. Thomas, mile 22.88 Swanton Subd.	10,800.00
113606—Feb. 27/64	2 Flashers and bell	CNR	Range Road No. 2, St. Celestin, mile 25.40 Aston Subd.	9,600.00
113609—Feb. 27/64	2 Flashers and bell	CPR	Montee Cabane Ronde, Parish of St-Henri-de-Mascouche, mile 16.34 Trois Rivieres Subd.	8,720.00
113612—Feb. 27/64	2 Flashers and bell	CPR	Angliers-Fugereville Road, Angliers Village, mile 116.46 Temiskaming Subd.	8,400.00
113613—Feb. 27/64	2 Flashers and bell	QCR	Chemin de front de Beaulieu, St. Jean Chrysostome, mile 129.63 Quebec Subd.	7,520.00
113623—Feb. 27/64	2 Flashers and bell	CNR	Range 7 Road, Wendover, mile 91.77 Drummondville Subd.	10,480.00
113626—Feb. 27/64	2 Flashers and bell	CNR	Chemin St. Raymond-Riviere-a-Pierre, St. Leonard de Portneuf, mile 44.73 St. Raymond Subd.	8,720.00
113627—Feb. 27/64	2 Flashers and bell	CNR	Petit St. Jean Road, St. Etienne, mile 3.23 Danville Subd.	8,640.00
113635—Feb. 27/64	2 Flashers and bell	CNR	Range Road No. 10, Parish of St. Wenceslas, mile 74.11 Drummondville Subd.	10,400.00
113640—Feb. 27/64	2 Flashers and bell	CNR	Bayonne River South Road, Parish of St-Elizabeth, mile 95.35 Joliette Subd.	10,000.00
113641—Feb. 27/64	2 Flashers and bell	CPR	Station Road, St-Henri-de-Mascouche, mile 14.02 Trois Rivieres Subd.	8,080.00
113643—Feb. 27/64	2 Flashers and bell	CNR	Station Road, St. Louis du Ha Ha, mile 37.34 Temiscouata Subd.	10,800.00
113645—Feb. 27/64	2 Flashers and bell	CNR	Petit Bois Road, Parish of Ste. Anne de Varennes, mile 12.85 Sorel Subd.	8,720.00
113694—Mar. 4/64	2 Flashers and bell	CNR	Rosalie Range, Parish of St. Cesaire, mile 28.15 Granby Subd.	8,320.00
113791—Mar. 13/64	2 Flashers and bell	CNR	Station Road, Twp. of New Richmond, mile 67.78 Cascapedia Subd.	9,280.00
113826—Mar. 19/64	2 Flashers and bell	CNR	St. Georges Road, Ste. Thecle, mile 15.77 Linton Subd.	8,640.00
113840—Mar. 19/64	2 Flashers and bell	CNR	Rge. 6-7 Road, Twp. of South Albanel, mile 47.84 Roverval Subd.	10,160.00
113959—Apr. 7/64	2 Flashers and bell	CNR	Main Street, Taschereau, mile 70.89 Taschereau Subd.	12,160.00
113960—Apr. 7/64	2 Flashers and bell	CPR	10th Range Road, Val Morin, mile 37.18 Ste. Agathe Subd.	7,788.00
114070—Apr. 14/64	2 Flashers and bell	CPR	Highway No. 8, Wyman, mile 0.05 Hilton Mines Spur (HB mile 33.62 Waltham Subd.)	5,000.00
114194—Apr. 22/64	2 Flashers and bell	CPR	Station Road, Parish of St. Paul, mile 30.57 Trois Rivieres Subd.	8,312.00
114203—Apr. 23/64	2 Flashers and bell	CNR	Launay-Guyenne Road Twp. of Launay, mile 64.07 Taschereau Subd.	12,240.00
114329—May 1/64	2 Flashers and bell	CNR	Highway No. 54 (Henri Bourassa Blvd.), Charlesbourg, mile 2.30 St-Raymond Subd.	8,640.00

114408—May 12/64	2 Flashers and bell	CPR	Burlington Street, Sherbrooke, mile 70.7 Sherbrooke Subd.	11,280.00
114453—May 19/64	2 Flashers and bell	CPR	Montee Petite Riviere, Parish of St. Michel-de-Vaudreuil, mile 1.46 M. and O. Subd.	8,080.00
114556—May 28/64	2 Flashers and bell	CPR	St. Isidore Range Road, Nantes, mile 9.9 Megantic Subd.	7,368.00
114720—June 16/64	2 Flashers and bell	CNR	Highway No. 12, Parish of St. Thomas d'Aquin, mile 1.15 St. Judes Subd.	8,498.00
114784—June 22/64	2 Flashers and bell	CPR	Rang des 60 Road, Parish of St. Gregoire le Grand, mile 12.91 Adirondack Subd.	10,120.00
114892—July 2/64	2 Flashers, 2 bells	CPR	St. Louis Street, (Highway No. 32), St-Joseph-de-St-Hyacinthe, mile 24.93 St. Guillaume Subd.	15,040.00
114976—July 13/64	2 Flashers and bell	CPR	Sutton-Brome Highway, County of Brome, mile 16.33 Newport Subd.	8,520.00
114997—July 15/64	2 Flashers and bell	CNR	Station Road, Parish of St. Severin de Proulxville, mile 11.72 St. Stanislas Subd.	9,360.00
115157—Aug. 5/64	2 Flashers and bell	CNR	Highway No. 6, Cap d'Espoir, mile 59.86 Chandler Subd.	9,360.00
115214—Aug. 11/64	2 Flashers and bell	CNR	Church Road, Paspebiac, mile 3.91 Chandler Subd.	9,600.00
115340—Aug. 31/64	2 Flashers and bell	CPR	3rd Range Road, Parish of St. Athanase d'Iberville, mile 17.76 Adirondack Subd.	9,255.00
115518—Sept. 28/64	2 Flashers and bell	CPR	Between Ranges 2 and 3, Nantes, mile 8.4 Megantic Subd.	11,680.00
115539—Sept. 30/64	2 Flashers and bell	CNR	Church St., Parish of St. Godefroi, mile 11.07 Chandler Subd.	11,200.00
115604—Oct. 7/64	2 Flashers and bell	QCR	Moulton Hill Road, Lennoxville, mile 3.57 Quebec Subd.	8,880.00
115610—Oct. 7/64	2 Flashers and bell	CNR	Main Street, Riviere-a-Pierre, mile 40.09 Linton Subd.	9,280.00
115635—Oct. 8/64	2 Flashers and bell	CNR	Racine Street, Chicoutimi, mile 115.26 Jonquiere Subd.	9,520.00
115555—Oct. 13/64	2 Flashers and bell	CNR	Montcalm Avenue, Chicoutimi, mile 114.57 Jonquiere Subd.	8,480.00
115756—Oct. 26/64	2 Flashers and bell	CNR	Tache Street, Chicoutimi, mile 114.40 Jonquiere Subd.	7,600.00
115894—Nov. 9/64	2 Flashers and bell	CPR	2nd Range Road, St. Cleophas-de-Brandon, mile 20.76 St. Gabriel Subd.	10,080.00
116004—Nov. 23/64	2 Flashers and bell	CPR	De Brandon Road, St. Cleophas-de-Brandon, mile 21.85 St. Gabriel Subd.	9,240.00
116019—Nov. 24/64	2 Flashers and bell	CNR	Maden Street, Salaberry-de-Valleyfield, mile 51.36 Valleyfield Subd.	12,160.00
116255—Dec. 15/64	2 Flashers and bell	CPR	Roy Road, Twp. of Magog, mile 88.24 Sherbrooke Subd.	8,320.00
116256—Dec. 15/64	2 Flashers and bell	CPR	River Road, near Magog, mile 82.78 Sherbrooke Subd.	8,320.00
116257—Dec. 15/64	2 Flashers and bell	QCR	Eustis Road, Twp. of Ascot, mile 7.10 Newport Subd.	7,840.00
116293—Dec. 17/64	2 Flashers and bell	CPR	Warden St. Joachim Road, near Warden, mile 19.61 Drummondville Subd.	8,000.00
116320—Dec. 18/64	2 Flashers and bell	CPR	4th Range Road, Grantham West, mile 57.33 Drummondville Subd.	8,160.00

Installations of flashers and bell in lieu of existing protections

113060—Jan. 10/64	2 Flashers and bell in lieu of bell and danger sign.	CPR	Terrebonne Road, Ste. Jeanne de Pont Rouge, mile 131.78 Quebec Subd.	6,600.00
113754—Mar. 10/64	2 Flashers and bell in lieu of bell and danger sign.	CNR	Church Road, Ste. Helene, mile 19.81 Montmagny Subd.	12,480.00
114457—May 20/64	2 Flashers and bell in lieu of wigwag and bell.	CNR	Station Road, St. Anaclet de Lessard, mile 118.86 Mont Joli Subd.	11,840.00
116180—Dec. 3/64	2 Flashers and bell in lieu of danger sign and bell.	CPR	Deschenes Road, Deschenes, mile 4.75 Waltham Subd.	7,840.00
116283—Dec. 16/64	2 Flashers and bell in lieu of wigwag and bell.	CPR	Main Street, Foster, mile 12.2 Drummondville Subd.	9,086.00
116310—Dec. 18/64	2 Flashers and bell in lieu of wigwag and bell.	CNR	McNider Road, St-Noel, mile 83.38 Mont Joli Subd.	8,880.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1964 (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
			PROVINCE OF QUEBEC—*Continued*	$
Installation of short arm gates, flashers and bell at unprotected crossings				
113607—Feb. 27/64	2 Gates, 2 flashers and bell	CPR	Venise Street, Sainte-Rose, mile 17.14 Park Avenue Subd.	26,800.00
114558—May 28/64	2 Gates, 2 flashers and bell	CPR	St. Emmanuel Road, Parish of St. Clet, mile 28.17 Winchester Subd.	24,800.00
114786—June 23/64	2 Gates, 2 flashers and bell	CPR	rue Principale, Delson, mile 34.58 Adirondack Subd.	22,160.00
115563—Oct. 2/64	2 Gates, 2 flashers and 2 bells	CNR	St. Raymond Road, Riviere-a-Pierre, mile 39.10 Linton Subd. and mile 55.46 St. Raymond Subd.	19,360.00
Improvements to existing protection				
113208—Jan. 23/64	2 Gates, 2 flashers and 2 bells in lieu of manual gates.	CPR	St. Valier Street, Quebec, mile 157.7 Quebec Subd.	19,836.00
113342—Jan. 29/64	1 Flasher in addition to existing	CNR	Mill Street, Windsor, mile 61.28 Sherbrooke Subd.	12,240.00
114352—May 5/64	Improvements to protection	CNR	L'Islet-St. Adalbert Road, L'Isletville, mile 64.6 Montmagny Subd.	4,000.00
114628—June 5/64	2 Gates, 2 flashers and bell in lieu of manual gates and bell.	CPR	Bonaventure Street, Trois-Rivieres, mile 82.1 Trois-Rivieres Subd.	20,660.00
114628—June 5/64	Improvement to protection	CPR	Bonaventure Street, Trois-Rivieres, mile 82.1 Trois-Rivieres Subd.	2,024.00
			Adjustments made to cover increased grants for projects approved prior to 1964.	15,797.17
			Total	$915,979.17
			PROVINCE OF NEW BRUNSWICK	
Installation of flashers and bell at unprotected crossings				
112991—Jan. 7/64	2 Flashers and bell	CPR	River Road, Rapid de Femme, mile 15.29 Edmundston Subd.	8,480.00
112999—Jan. 7/64	2 Flashers and bell	CNR	Rookwood Avenue, Fredericton, mile 70.60 Centreville Subd.	10,320.00
113082—Jan. 15/64	2 Flashers and bell	CNR	Ennishore Road, County of Victoria, (near Ennishore Station), mile 176.02 Napadogan Subd.	10,320.00
113181—Jan. 22/64	2 Flashers and bell	CNR	Saint Andre Road, Grand Falls, mile 183.35 Napadogan Subd.	9,520.00
113270—Jan. 27/64	2 Flashers and bell	CNR	Ashburn Road, Parish of Simonds, mile 84.2 Sussex Subd.	11,040.00
113273—Jan. 27/64	2 Flashers and bell	CNR	Highway No. 2, Lincoln, mile 65.09 Centreville Subd.	11,360.00
113876—Mar. 24/64	2 Flashers and bell	CNR	Union Street, Sussex, mile 43.59 Sussex Subd.	10,640.00
114241—Apr. 27/64	4 Flashers and bell	CNR	Northumberland Street and Argyle Street, Fredericton, mile 70.20 Centreville Subd.	9,920.00
114243—Apr. 27/64	2 Flashers and bell	CNR	Westmoreland Street, Fredericton, mile 70.06 Centreville Subd.	10,480.00
114244—Apr. 27/64	2 Flashers and bell	CNR	Cornhill Road, Anagance, mile 26.25 Sussex Subd.	11,680.00
115178—Aug. 10/64	2 Flashers and bell	CNR	Hanwell Road, Fredericton, mile 70.95 Centreville Subd.	8,120.00
115718—Oct. 21/64	2 Flashers and bell	CPR	West River Road, Argosy, mile 13.94 Edmundston Subd.	14,400.00
115892—Nov. 9/64	2 Flashers and bell	CNR	Collector Road, Acadiaville Siding, mile 40.02 Newcastle Subd.	9,280.00
115961—Nov. 17/64	2 Flashers and bell	CNR	Morneault Road, Baker Brook, mile 13.18 Monk Subd.	11,760.00

115992—Nov. 23/64	2 Flashers and bell	CNR	Baker Lake Island Highway, Baker Lake, mile 22.30 Monk Subd.	10,640.00
116001—Nov. 23/64	2 Flashers and bell	CNR	Collector Road, Rogersville, mile 44.50 Harcourt Subd.	12,560.00
116175—Dec. 3/64	2 Flashers and bell	CNR	Mitchell Road, Jacquet River, mile 138.11 Newcastle Subd.	10,080.00
116234—Dec. 11/64	2 Flashers and bell	CNR	Highway No. 35, Roirdon, mile 26.14 Caraquet Subd.	10,640.00
116245—Dec. 14/64	2 Flashers and bell	CNR	Highway No. 17, Whites Brook, mile 43.71 St. Quentin Subd.	10,640.00

Installation of flashers and bell in lieu of existing protections

113210—Jan. 23/64	2 Flashers and bell in lieu of 2 wigwags and bell.	CNR	Highway No. 11, Dalhousie Jct., mile 98.22 Bathurst Subd.	11,200.00
113277—Jan. 27/64	2 Flashers and bell in lieu of wigwag and bell.	CPR	Highway No. 4, McAdam, mile 83.76 St. John Subd.	6,200.00
113298—Jan. 28/64	2 Flashers and bell in lieu of wigwag and bell.	CPR	Highway No. 4, McAdam, mile 0.59 Shogomoc Subd.	6,880.00
113335—Jan. 29/64	2 Flashers and bell in lieu of wigwag and bell.	CNR	Norton, mile 54.27 Sussex Subd.	7,520.00
113347—Jan. 29/64	2 Flashers and bell in lieu of wigwag and bell.	CNR	Apohaqui, mile 47.81 Sussex Subd.	11,040.00
114454—May 19/64	2 Flashers and bell in lieu of wigwag and bell.	CPR	Highway No. 2, Bath, mile 79.79 Shogomoc Subd.	4,800.00
114678—June 11/64	2 Flashers and bell in lieu of wigwag and bell.	CPR	Highway No. 2, Florenceville, mile 72.80 Shogomoc Subd.	4,400.00
115674—Oct. 15/64	2 Flashers and bell in lieu of wigwag and bell.	CPR	Highway No. 28, Welsford, mile 24.00 Saint John Subd.	8,080.00
115714—Oct. 20/64	2 Flashers and bell in lieu of wigwag and bell.	CNR	Highway No. 8, Underhill, mile 18.00 Miramichi Subd.	8,160.00
115739—Oct. 22/64	2 Flashers and bell in lieu of wigwag and bell.	CPR	Highway No. 2, Bristol, mile 77.95 Shogomoc Subd.	10,648.00
115875—Nov. 9/64	2 Flashers and bell in lieu of wigwag and bell.	CNR	Highway No. 8, Blissville, mile 42.05 Miramichi Subd.	8,792.00
115876—Nov. 9/64	2 Flashers and bell in lieu of wigwag and bell.	CNR	Highway No. 25A, Nashwaak Bridge, mile 86.89 Nashwaak Subd.	8,792.00
115896—Nov. 9/64	2 Flashers and bell in lieu of wigwags and bells.	CNR	Highway No. 2, Edmunston, mile 81.79 Temiscouata Subd.	8,792.00
116006—Nov. 23/64	2 Flashers and bell in lieu of wigwag and bell.	CPR	Highway No. 2, Peel, mile 68.06 Shogomoc Subd.	6,400.00
			Adjustments made to cover increased grants for projects approved prior to 1964.	654.52
			Total	$314,238.52

PROVINCE OF NOVA SCOTIA

Installation of flashers and bell at unprotected crossings

112997—Jan. 7/64	2 Flashers and bell	D.A.R.	Ruggles Road, (near) Wilmot, mile 28.81 Kentville Subd.	8,800.00
113007—Jan. 7/64	2 Flashers and bell	D.A.R.	Highway No. 15, South Maitland, mile 40.14 Truro Subd.	10,320.00
113028—Jan. 8/64	2 Flashers and bell	D.A.R.	Green Street, Newport, mile 26.78 Halifax Subd.	7,163.84
116074—				
113115—Jan. 17/64	2 Flashers and bell	CNR	Martin's Point Road, Martin's Point, mile 59.74 Chester Subd.	8,720.00
113178—Jan. 22/64	2 Flashers and bell	CNR	Lorne Stn. Road, Lorne, mile 30.83 Hopewell Subd.	9,440.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1964 (Concluded)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
		PROVINCE OF NOVA SCOTIA—*Continued*		$
113327—Jan. 29/64	2 Flashers and bell	CNR	Highway No. 31, near Port Medway, mile 98.27 Chester Subd.	8,320.00
113448—Feb. 10/64	2 Flashers and bell	CNR	Afton Road, MacKeough's, mile 100.50 Hopewell Subd.	10,800.00
114581—May 29/64	2 Flashers and bell	D.A.R.	Greenville Road, near Dayton, mile 83.39 Yarmouth Subd.	8,160.00
114598—June 3/64	2 Flashers and bell	CNR	Queen Street, Truro, opposite mile 0.41 Springhill Subd.	10,640.00
115180—Aug. 10/64	2 Flashers and bell	D.A.R.	Lovett Road, west of Coldbrook, mile 4.54 Kentville Subd.	8,560.00
115270—Aug. 19/64	2 Flashers and bell	CNR	Old Chester Road, County of Lunenburg, mile 47.70 Chester Subd.	10,080.00
115335—Aug. 28/64	2 Flashers and bell	CNR	Highway No. 4, Port Hastings, mile 0.12 Inverness Subd.	9,440.00
115609—Oct. 7/64	2 Flashers and bell	CNR	St. Phillips Street, Bridgewater, mile 80.15 Chester Subd.	11,040.00
115656—Oct. 13/64	2 Flashers and bell	D.A.R.	Georgefield Road, Burton, mile 35.06 Truro Subd.	8,880.00
115781—Oct. 29/64	2 Flashers and bell	CNR	Pines Road, Eastern Passage, mile 17.07 Dartmouth Subd.	9,680.00
115788—Oct. 29/64	2 Flashers and bell	CNR	Middle River Road, Middle River, mile 51.65 Chester Subd.	9,280.00
115800—Oct. 29/64	2 Flashers and bell	CNR	Oakland Road, Martin's River, mile 61.60 Chester Subd.	9,840.00
115815—Oct. 30/64	2 Flashers and bell	CNR	Shore Road, Port Saxon, mile 75.18 Yarmouth Subd.	9,360.00
115816—Oct. 30/64	2 Flashers and bell	CNR	Big Brook Road, Big Brook, mile 30.14 Sydney Subd.	9,280.00
115895—Nov. 9/64	2 Flashers and bell	CNR	William Wile Road, Wileville, mile 81.13 Chester Subd.	9,280.00
115910—Nov. 10/64	2 Flashers and bell	CNR	Grosvenor Road, Grosvenor, mile 110.14 Hopewell Subd.	10,160.00
115938—Nov. 13/64	2 Flashers and bell	CNR	Fountain Road, County of Cumberland, mile 18.40 Oxford Subd.	8,880.00
115960—Nov. 17/64	2 Flashers and bell	CNR	Oakland Road, Oakland.mile 64.30 Chester Subd.	9,280.00
115965—Nov. 17/64	2 Flashers and bell	CNR	Pleasant River Road, South Brookfield, mile 18.62 Caledonia Subd.	9,200.00
116000—Nov. 23/64	2 Flashers and bell	CNR	Highway No. 10, Pinehurst, mile 12.43 Middleton Subd.	10,720.00
116014—Nov. 24/64	2 Flashers and bell	CNR	Highway No. 8, Caledonia, mile 21.83 Caledonia Subd.	10,720.00
116160—Dec. 3/64	2 Flashers and bell	CNR	Italy Cross Road, Italy Cross, mile 89.53 Chester Subd.	11,680.00
116171—Dec. 3/64	2 Flashers and bell	CNR	Shore Road, Port Saxon, mile 73.75 Yarmouth Subd.	9,760.00
116174—Dec. 3/64	2 Flashers and bell	CNR	Highway No. 10, Pinehurst, mile 11.20 Middleton Subd.	10,400.00
116176—Dec. 3/64	2 Flashers and bell	CNR	Old Mulgrave Road, Tremble, mile 106.64 Hopewell Subd.	11,200.00
116258—Dec. 15/64	2 Flashers and bell	D.A.R.	Second Division Road, Meteghan Stn., mile 57.31 Yarmouth Subd.	10,880.00
116309—Dec. 18/64	2 Flashers and bell	D.A.R.	North River Road, Stanley, mile 13.93 Truro Subd.	10,800.00
Installation of flashers and bell in lieu of existing protections				
113145—Jan. 21/64	2 Flashers and bell in lieu of wigwag and bell.	CNR	Hopewell Road, (Lorne Road), near Hopewell Stn., mile 34.53 Hopewell Subd.	8,480.00
113274—Jan. 27/64	2 Flashers and bell in lieu of wigwag and bell.	D.A.R.	Wentworth Street, Windsor, mile 30.81 Halifax Subd.	7,875.48
116079— 113325—Jan. 29/64	2 Flashers and bell in lieu of wigwag and bell.	CNR	Heatherton Stn. Road, Summerside, mile 96.29 Hopewell Subd.	10,320.00
113334—Jan. 29/64	2 Flashers and bell in lieu of wigwag and bell.	D.A.R.	Highway No. 1, Falmouth, mile 32.73 Halifax Subd.	7,480.00
113337—Jan. 29/64	2 Flashers and bell in lieu of wigwag and bell.	D.A.R.	Highway No. 1, Aiken's, mile 34.01 Halifax Subd.	7,280.00

113353—Jan. 30/64	2 Flashers and bell in lieu of wigwag and bell.	D.A.R.	Highway No. 1, Mount Denson, mile 36.71 Halifax Subd.	6,160.00
113806—Mar. 17/64	2 Flashers and bell in lieu of wigwag and bell.	CNR	Highway No. 45, Sylvan Valley, mile 82.10 Hopewell Subd.	7,520.00
113980—Apr. 7/64	2 Flashers and bell in lieu of wigwag and bell.	CNR	Brookland Street, Sydney, mile 113.42 Sydney Subd.	13,040.00
115405—Sept. 9/64	2 Flashers and bell in lieu of wigwag and bell.	CNR	Highway No. 3, Arcadia, mile 132.35 Yarmouth Subd.	9,360.00
115997—Nov. 23/64	2 Flashers and bell in lieu of danger sign and bell.	CNR	DeWar's Mill Road, Murray, mile 65.42 Hopewell Subd.	8,688.00
Installation of gates, flashers and bell at unprotected crossings				
114599—June 3/64	2 Gates, 2 flashers and bell.	CNR	Queen Street, Truro, mile 0.41 Springhill Subd.	18,400.00
Improvements to existing protections				
113955—Apr. 6/64	Improvement to protection	D.A.R.	Highway No. 1, Wilmot, mile 28.23 Kentville Subd.	1,840.00
			Adjustments made to cover increased grants for projects approved prior to 1964.	106.04
			Total	$417,313.36

PROVINCE OF PRINCE EDWARD ISLAND

Installation of flashers and bell at unprotected crossings				
113182—Jan. 22/64	2 Flashers and bell	CNR	Highway No. 15, Brackley, mile 0.82 Souris Subd.	8,800.00
			Adjustments made to cover increased grants for projects approved prior to 1964.	1,432.66
			Total	$10,232.66

PROVINCE OF NEWFOUNDLAND

Installations of flashers and bell at unprotected crossings				
113234—Jan. 27/64	2 Flashers and bell	CNR	Clarenville, mile 130.94 St. John's Subd.	10,720.00
113340—Jan. 29/64	2 Flashers and bell	CNR	Highway No. 2, Clarenville, mile 131.47 Clarenville Subd.	11,920.00
113446—Feb. 7/64	2 Flashers and bell	CNR	St. Georges, mile 459.15 Port-aux-Basques Subd.	9,840.00
113861—Mar. 20/64	2 Flashers and bell	CNR	Trans Canada Highway, Codroy Pond, mile 498.12 Port-aux-Basques Subd.	10,000.00
114165—Apr. 22/64	2 Flashers and bell	CNR	Notre Dame Jct. Road, Notre Dame, mile 244.73 Clarenville Subd.	10,640.00
114535—May 26/64	2 Flashers and bell	CNR	Highway No. 2, Clarenville, mile 129.74 St. John's Subd.	9,760.00
115396—Sept. 8/64	2 Flashers and bell	CNR	Highway No. 2, near Glenwood, mile 227.80 Clarenville Subd.	9,440.00
115878—Nov. 9/64	2 Flashers and bell	CNR	Holyrood Diversion, mile 32.23 St. John's, Subd.	9,520.00
115964—Nov. 17/64	2 Flashers and bell	CNR	Waterford Bridge Road, St. John's, mile 2.20 St. John's Subd.	10,160.00
115967—Nov. 17/64	2 Flashers and bell	CNR	Highway No. 2, Foxtrap, mile 17.44 St. John's Subd.	11,040.00
116002—Nov. 23/64	2 Flashers and bell	CNR	Brookfield Road, Mount Pearl Park, mile 3.37 St. John's Subd.	10,640.00
			Total	$ 113,680.00
			GRAND TOTAL	$4,760,711.94

TABLE 6—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION WHICH DID NOT QUALIFY FOR A GRANT FROM THE RAILWAY GRADE CROSSING FUND—1964

Order No. and Date	Type of Protection	Railway	Location
	Province of British Columbia		
113887—Mar. 25/64	2 Flashers and bell	CPR	Sea Island Highway, Twp. of Richmond, mile 1.19 Vancouver and Lulu Island Subd.
113916—Apr. 1/64	2 Flashers and bell	CPR	Silver Sands Development Road, Sicamous, mile 48.6 Shuswap Subd.
114330—May 1/64	2 Flashers and 2 bells	CPR	14th Street, New Westminster.
	Province of Alberta		
113461—Feb. 11/64	2 Flashers and bell	CNR	Highway No. 58, Twp. 110, Rge. 19, W5M, I.D. No. 147, mile 184.04 Great Slave Lake Railway.
113818—Mar. 19/64	Improvements to existing protection	CPR	Highway No. 36, between NE¼ of Sec. 31 and NW¼ of Sec. 32, Twp. 54, Rge. 12, W4M, mile 87.65 Willingdon Subd.
113835—Mar. 19/64	Improvements to existing protection	CNR	125th Avenue at 121st Street, Edmonton, opposite mile 3.87 "B" Line of Edmonton Terminals Subd.
114632—June 5/64	2 Flashers, short arm gates and 2 bells	CNR CPR	Barlow Expressway, Calgary.
114779—June 22/64	2 Flashers and bell	CPR	Highway No. 41, east of Dunmore, mile 138.75 Maple Creek Subd.
115254—Aug. 18/64	2 Flashers and bell	CPR	42nd Avenue, Edmonton, mile 94.41 Leduc Subd.
	Province of Saskatchewan		
	Nil		
	Province of Manitoba		
113132—Jan. 21/64	2 Flashers and bell	CNR	Highway No. 59, R.M. of East St. Paul, mile 7.64 Pine Falls Subd.
113866—Mar. 23/64	Synchronize traffic signals with protection at crossing	CNR	Wellington Avenue, St. James, mile 3.79 Oak Point Subd.
113867—Mar. 23/64	Synchronize traffic signals with protection at crossing	CNR	Ellice Avenue, St. James, mile 3.30 Oak Point Subd.
113868—Mar. 23/64	Synchronize traffic signals with protection at crossing	CNR	Sargent Avenue, St. James, mile 3.55 Oak Point Subd.
114602—June 4/64	Improvements to existing protection	CNR	Portage Avenue, St. James, mile 2.3 Oak Point Subd.
114864—June 30/64	2 Flashers and bell	CNR	Highway No. 101, (Metro. Winnipeg By-Pass), R.M. of Rosser, mile 12.02 Oak Point Subd.
115605—Oct. 7/64	Improvements to existing protection	CNR	Portage Avenue, St. James, mile 2.3 Oak Point Subd.
	Province of Ontario		
112989—Jan. 7/64	2 short arm gates in addition to existing protection	CNR	Mill Street North, Brampton, mile 21.37 Brampton Subd.
113009—Jan. 7/64	2 short arm gates in addition to existing protection	CNR	Highway No. 7, mile 24.16 Brampton Subd.
113574—Feb. 20/64	2 Flashers and bell	CNR	Industrial Road, Stevens, mile 59.44 Caramat Subd.
113595—Feb. 25/64	2 Flashers and bell	CNR	Highway No. 623, District of Rainy River, mile 125.81 Kashabowie Subd.
114189—May 21/64	Improvements to existing protection	CNR	Ellesmere Road, Twp. of Scarborough, mile 57.02 Uxbridge Subd.

114607—June	4/64	Synchronize traffic signals with automatic protection	CPR	Adeline Street, Sault Ste. Marie, mile 128.24 Thessalon Subd.
115148—Aug.	5/64	Improvements to existing protection	CNR	Highway No. 3, Twp. of Bertie, mile 2.11 Dunnville Subd.
115198—Aug.	10/64	2 Flashers and bell	AC & HB	Highway No. 101, near Hawk Junction, mile 157.64 Sault Ste. Marie Subd.
115205—Aug.	11/64	2 Flashers and bell	CNR	Highway No. 544, North of Gogama, mile 88.98 Ruel Subd.
115208—Aug.	11/64	2 Flashers and bell	CNR	County Road No. 53, Aylmer, mile 108.76 Cayuga Subd.
115252—Aug.	18/64	2 Flashers and bell	CNR	Dunkirk Road, St. Catharines, mile 0.79 Lakeshore Spur Subd.
115263—Aug.	18/64	2 Flashers and bell	CNR	Bunting Road, St. Catharines, mile 0.72 Lakeshore Spur Subd.
115264—Aug.	18/64	2 Flashers and bell	CNR	Bunting Road, St. Catharines, mile 1.18 Lakeshore Spur Subd.
115266—Aug.	18/64	2 Flashers and bell	CNR	Dieppe Road, St. Catharines, mile 0.86 Lakeshore Spur Subd.
115503—Sept.	28/64	Improvements to existing protection	CNR	Mary Street, Brampton, mile 20.90 Brampton Subd.
115681—Oct.	16/64	2 Flashers and bell	CNR	Eastern Avenue and Duke-Duchess connection, Toronto.
115763—Oct.	26/64	Synchronize traffic signals with protection at crossing	CNR	Danforth Road, Twp. of Scarborough, mile 60.18 Uxbridge Subd.
115825—Oct.	30/64	Improvements to existing protection	CNR	Highway No. 10, near Inglewood, mile 37.41 Milton Subd.

PROVINCE OF QUEBEC

113199—Jan.	23/64	2 Flashers and bell	CPR	Highway No. 7, Parish of St. Athanase, mile 18.40 Adirondack Subd.
113244—Jan.	27/64	2 Flashers and bell	QCR	Trans Canada Highway, County of Levis, mile 26.88 Levis Subd.
113617—Feb.	27/64	Improvements to existing protection	CNR	4th Range Road, St. Cyrille, mile 93.7 Drummondville Subd.
113987—Apr.	7/64	2 Flashers and bell	CPR	Highway No. 11, Hull, mile 0.40 Maniwaki Subd.
114184—Apr.	22/64	2 Flashers and bell	CNR	Parish of St. Thomas d'Aquin, mile 1.40 St. Judes Subd.
114185—Apr.	22/64	2 Flashers and bell	CNR	Parish of St. Thomas d'Aquin, mile 1.49 St. Judes Subd.
114291—Apr.	29/64	2 Flashers and bell	CNR	Rue Des Erables, Tracy, mile 41.95 Sorel Subd.
114297—Apr.	29/64	2 Flashers and bell	CNR	Lafleche Street, Tracy, mile 41.52 Sorel Subd.
114418—May	13/64	2 Flashers and bell	CNR	St. Joseph Street, Lachine, mile 1.06 Lachine Spur.
114536—May	27/64	2 Flashers and bell	CNR	Ray Lawson Blvd., Ville d'Anjou, mile 0.19 Ville d'Anjou Industrial Spur.
114720—June	16/64	3 Flashers and bell	CNR	Highway No. 12, Parish of St. Thomas d'Aquin, mile 1.15 St. Judes Subd.
115013—July	16/64	Improvements to existing protection	CNR	St. Clement Street, Montreal, mile 8.83 Longue Point Subd.
115735—Oct.	22/64	2 Flashers and bell	CNR	Notre Dame Street (temporary crossing), Ville St. Pierre, mile 0.52 Lachine Spur.
115764—Nov.	4/64	4 Flashers and bell	CNR	Town of Fort Chambly, mile 44.04 Granby Subd.
116115—Nov.	30/64	2 Flashers and bell on south approach	CNR	St. Joseph Street, Lachine, mile 1.06 Lachine Spur.

PROVINCE OF NEW BRUNSWICK

115347—Aug.	31/64	2 Flashers and bell	CNR	Highway No. 2, mile 105.18 St. Quentin Subd.
116053—Nov.	24/64	2 Flashers and bell	CNR	Union Street, St. John, mile 0.9 Courtenay Bay Branch.

PROVINCE OF NOVA SCOTIA

114124—Apr.	17/64	2 Flashers and bell	CNR	Trunk Road No. 3, Gold River, mile 55.62 Chester Subd.
114405—May	12/64	2 Flashers and bell	CNR	New Glasgow By-Pass, mile 3.15 Thorburn Spur.
115606—Oct.	7/64	2 Flashers and bell	CNR	Highway No. 2, mile 13.42 Bedford Subd.

PROVINCE OF PRINCE EDWARD ISLAND

NIL

PROVINCE OF NEWFOUNDLAND

116192—Dec.	4/64	2 Flashers and bell	CNR	Highway No. 40, Gambo, mile 190.33 Clarenville Subd.

TABLE 7—IMPROVEMENTS TO VISION AND/OR APPROACH GRADES FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1964

Order No. and Date	Type of Improvement	Railway	Location	Percentage	Commitment
			PROVINCE OF BRITISH COLUMBIA	%	$
			NIL		
			PROVINCE OF ALBERTA		
113037—Jan. 9/64	Approaches	CNR	49th Street, Vegreville, mile 57.0 Vegreville Subd.	80	250.00
113261—Jan. 27/64	Visions	CPR	M.D. of Vermilion River No. 71, mile 23.66 Willingdon Subd.	80	2,100.00
113491—Feb. 17/64	Visions and approaches	CNR	County of Lacombe No. 14, mile 27.30 Brazeau Subd.	80	610.00
113501—Feb. 17/64	Visions and approaches	CNR	County of Lacombe, mile 24.91 Brazeau Subd.	80	680.00
113796—Mar. 16/64	Visions	CNR	County of Red Deer No. 23, mile 25.47 Three Hills Subd.	80	2,960.00
113820—Mar. 19/64	Visions	CNR	Between Secs. 14 and 15, Twp. 31, Rge. 17, W4M, M.D. of Starland No. 47, mile 17.93 Drumheller Subd.	80	1,360.00
113836—Mar. 19/64	Visions and approaches	CNR	SE¼, Sec. 25, Twp. 31, Rge. 24, W4M, M.D. of Kneehill No. 48, mile 62.63 Three Hills Subd.	80	2,302.00
113853—Mar. 20/64	Visions	CNR	Between Secs. 33 and 34, Twp. 30, Rge. 24, W4M, M.D. of Kneehill No. 48, mile 68.86 Three Hills Subd.	80	2,504.00
113855—Mar. 20/64	Visions	CNR	Between Secs. 18 and 7, Twp. 32, Rge. 23, W4M, M.D. of Kneehill No. 48, mile 57.87 Three Hills Subd.	80	1,392.00
113946—Apr. 6/64	Visions	CNR	Between Secs. 29 and 20, Twp. 34, Rge. 23, W4M, M.D. of Kneehill No. 48, mile 42.21 Three Hills Subd.	80	1,344.00
113947—Apr. 6/64	Visions	CNR	SW¼, Sec. 21, Twp. 29, Rge. 24, W4M, M.D. of Kneehill No. 48, mile 79.35 Three Hills Subd.	80	1,716.00
113948—Apr. 6/64	Visions	CNR	Between Secs. 19 and 20, Twp. 29, Rge. 24, W4M, M.D. of Kneehill No. 48, mile 80.48 Three Hills Subd.	80	1,226.00
114476—May 20/64	Visions	CPR	Between SW¼, Sec. 4, Twp. 30 and NW¼, Sec. 33, Twp 29, Rge. 25, W4M, M.D. of Kneehill No. 48, mile 0.9 Acme Subd.	80	880.00
114477—May 21/64	Visions	CPR	Between NW¼, Sec. 9 and NE¼, Sec. 8, Twp. 30, Rge. 25, W4M, M.D. of Kneehill No. 48, mile 2.7 Acme Subd.	80	960.00
114845—June 29/64	Visions and west approach	CNR	M.D. of Kneehill No. 48, mile 74.97 Three Hills Subd.	80	932.00
114978—July 13/64	Visions	CNR	West of NW¼, Sec. 30, Twp. 31, Rge. 23, W4M, M.D. of Kneehill No. 48, mile 61.88 Three Hills Subd.	80	561.00
115329—Aug. 27/64	Visions	CPR	West ½ of Sec. 13, Twp. 22, Rge. 27, W4M, near Dalemead, mile 151.8 Brooks Subd.	80	2,800.00
115618—Oct. 8/64	Visions	CPR	Between SW¼, Sec. 5, SE¼, Sec. 6, Twp. 53, Rge. 23, W4M, County of Strathcona No. 20, mile 166.92 Willingdon Subd.	80	3,280.00
115696—Oct. 19/64	South approach	CPR	36th Street S.E., Calgary, mile 168.7 Brooks Subd.	80	3,000.00
115891—Nov. 9/64	Visions	CNR	Between SW¼, Sec. 13, and NW¼, Sec. 12, Twp. 34, Rge. 21, W4M, M.D. of Starland No. 47, mile 81.92 Stettler Subd.	80	1,640.00
115905—Nov. 10/64	Visions and west approach	CPR	Between SW¼, Sec. 14, and NW¼, Sec. 11, Twp. 39, Rge. 27, W4M, County of Red Deer, mile 8.04 Leduc Subd.	80	2,000.00

113948—Nov. 16/64	South approach	CPR	52nd Street S.E., Calgary, mile 167.7 Brooks Subd.	80	3,140.00
			Adjustments made to cover increased grants for projects approved prior to 1964.		471.70
			Total		$38,078.70
			Province of Saskatchewan		
113407—Feb. 5/64	Visions	CPR	Near Arpiers, mile 71.03 Sutherland Subd.	80	2,000.00
113761—Mar. 12/64	Visions	CNR	Clashmoor, mile 3.82 Arborfield Subd.	80	42.00
113779—Mar. 12/64	Visions and north approach	CNR	West of Unity, mile 68.54 Unity Subd.	80	800.00
			Adjustmenst made to cover increased grants for projects approved prior to 1964.		83.06
			Total		$2,925.06
			Province of Manitoba		
114639—June 5/64	Visions	CNR	Between Secs. 35 and 36, Twp. 10, Rge. 6, E.P.M., R.M. of Springfield, mile 230.31 Redditt Subd.	80	140.00
			Total		$140.00
			Province of Ontario		
112965—Jan. 3/64	Visions and approaches	CNR	Michael Road, Twp. of Humberstone, mile 13.73 Dunneville Subd.	80	756.00
113001—Jan. 7/64	Approaches	CNR	Dunlop Drive, Whitby, mile 304.29 Oshawa Subd.	80	14,645.00
113051—Jan. 10/64	Approaches	CPR	N. and S. Road Allowance, Twp. of Bleuheim, mile 71.06 Galt Subd.	80	4,635.00
113143—Jan. 21/64	Approaches	CNR	Twp of South Easthope, mile 84.11 Brampton Subd.	80	1,020.00
113250—Jan. 27/64	Visions and approaches	CPR	Between Secs. 20 and 29, Twp. of MacDonald, mile 115.10 Thessalon Subd.	80	2,160.00
113324—Jan. 29/64	Approaches	CNR	Town Line Road, Twps. of Bertie and Humberstone, mile 12.29 Dunnville Subd.	80	685.00
113440—Feb. 7/64	Visions	CNR	Schaefer Road, Twp. of Middleton, mile 84.44 Cayuga Subd.	80	280.00
113470—Feb. 12/64	Visions and approaches	AC & HB	Ranger Lake Road, Glendale, mile 28.75 Sault Ste. Marie Subd.	80	1,100.00
113721—Mar. 5/64	Visions	CNR	Pleasant Beach Road, Twp. of Humberstone, mile 12.71 Dunnville Subd.	80	176.00
113819—Mar. 19/64	Visions	CPR	Lot 4, between Cons. IX and X, Twp. of Morris, mile 94.37 Goderich Subd.	80	2,360.00
113843—Mar. 20/64	Visions and south approach	AC & HB	Twp. of Tarentorus, mile 8.50 Sault Ste. Marie Subd.	80	1,200.00
113913—Apr. 1/64	Visions	CNR	Town Line Road, 1 mile west of Mallorytown, mile 139.30 Gananoque Subd.	80	1,970.00
114575—May 29/64	Visions and approaches	CNR	Between Lots 25 and 26, Con. 5, Twp. of Whitchurch, mile 33.80 Bala Subd.	80	3,710.00
114636—June 5/64	Visions	CPR	Twp. of Carling, mile 36.74 Parry Sound Subd.	80	2,400.00
114694—June 11/64	Approaches	CNR	Murray Street, Frankford, mile 7.56 Maynooth Subd.	80	1,920.00
114754—June 18/64	Visions	CPR	Lot 17, Con. 10, Twp. of Head, mile 22.43 North Bay Subd.	80	620.00
114808—June 24/64	Approaches	CNR	Cliff Road, Twp. of Landsdowne, mile 151.26 Gananoque Subd.	80	1,260.00
114809—June 24/64	Approaches	CPR	Weston Road, Emery, mile 8.04 MacTier Subd.	80	3,840.00

TABLE 7—IMPROVEMENTS TO VISION AND/OR APPROACH GRADES FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1964 (Concluded)

Order No. and Date	Type of Improvement	Railway	Location	Percentage	Commitment
		PROVINCE OF ONTARIO—*Continued*		%	$
114971—July 10/64	North approach	NYC	County Road No. 15, County of Norfolk, mile 65.61 Main Line Subd.	80	2,960.00
115032—July 20/64	Visions	CPR	Lot 18, Con. 8, Twp. of Calvin, mile 83.99 North Bay Subd.	80	1,100.00
115073—July 27/64	Visions and approaches	CNR	Between Cons. B and C, Lot 12, Twp. of Mara, mile 67.79 Bala Subd.	80	3,000.00
115299—Aug. 24/64	Approaches	CPR	Between Lots 6 and 7, Con. 8, Twp. of Medonte, mile 81.7 MacTier Subd.	80	4,000.00
115436—Sept. 16/64	Visions and approaches	CPR	Near Massey, mile 9.82 Thessalon Subd.	80	1,410.00
115443—Sept. 17/64	Visions	CPR	Twp. of Clarke, mile 151.92 Belleville Subd.	80	3,600.00
115466—Sept. 22/64	North approach	CNR	McCowan Road, Scarborough, mile 323.63 Oshawa Subd.	80	3,920.00
115489—Sept. 24/64	South approach	CNR	Between Lots 6 and 7, Con. 1 S.T.R., Twp of North Cayuga, mile 42.68 Cayuga Subd.	80	482.00
115497—Sept. 25/64	Visions and north approach	CPR	Between Lots 10 and 11, Con. 2, near Massey, mile 8.82 Thessalon Subd.	80	1,680.00
115519—Sept. 28/64	Visions and approaches	CPR	Between NW¼ and NE¼ of Sec. 32, Twp. of Salter, mile 14.39 Thessalon Subd.	80	1,960.00
115553—Sept. 30/64	Visions and north approach	CPR	Between SE¼, Sec. 28, and SW¼, Sec. 27, Twp. of Salter, mile 12.89 Thessalon Subd.	80	1,600.00
115561—Oct. 2/64	Approaches	CNR	Boundary Road, Cornwall, mile 64.71 Cornwall Subd.	80	2,720.00
115636—Oct. 9/64	Approaches	CPR	Between SE¼, Sec. 27, and SW¼, Sec. 26, Twp of Salter, mile 11.89 Thessalon Subd.	80	1,440.00
115719—Oct. 21/64	Visions and east approach	CNR	Sideroad 85–86, Twp of Whitchurch, mile 31.28 Newmarket Subd.	80	14,000.00
115803—Oct. 29/64	Visions and north approach	CNR	Between Lots 20 and 21, Con. 9, Twp. of South Algona, mile 76.30 Renfrew Subd.	90	3,120.00
115808—Oct. 30/64	Visions and north approach	CNR	Between Lots 25 and 26, Con. 10, Twp. of South Algona, mile 77.61 Renfrew Subd.	80	2,480.00
115809—Oct. 30/64	Visions and approaches	CNR	Between Lots 30 and 31, Con. 12, Twp. of South Algona, mile 79.46 Renfrew Subd.	80	2,780.00
115813—Oct. 30/64	Approaches	CPR	County Road No. 10, Twp. of Rochester, County of Essex, mile 94.21 Windsor Subd.	80	1,480.00
115846—Nov. 3/64	Visions	CNR	Lehman Sideroad, West of Delhi, mile 83.89 Cayuga Subd.	80	1,680.00
115893—Nov. 9/64	Approaches	CPR	Becking Road, Twp. of Laird, mile 110.90 Thessalon Subd.	80	1,680.00
116162—Dec. 3/64	Visions and north approach	CPR	Between Cons. A and B, Lot 20, Twp. of Clara, mile 50.34 North Bay Subd.	80	2,400.00
116165—Dec. 3/64	Visions and approaches	CNR	Lot 6, Con. 1, Twp. of Lansdowne, mile 149.86 Gananoque Subd.	80	2,560.00
116167—Dec. 3/64	Approaches	CNR	Boundary Road, Between Twps. of Portland and Camden East, mile 89.20 Smiths Falls Subd.	80	5,110.00
116197—Dec. 7/64	Visions and north approach	CPR	Between Lots 6 and 7, Con. 3, Twp of May, mile 6.7 Thessalon Subd.	80	1,960.00
116215—Dec. 9/64	Approaches	CPR	Garden Street, Whitby, mile 178.27 Belleville Subd.	80	4,240.00

116308—Dec. 18/64	Visions	CNR	Between Lots 21 and 22, Con. 1, Twp. of Cramahe, mile 247.0 Oshawa Subd.	80	320.00
			Adjustments made to cover increased grants for projects approved prior to 1964.		4,437.44
			Total		$122,856.44
			PROVINCE OF QUEBEC		
113754—Mar. 10/64	Approaches	CNR	Church Road, Ste. Helene, mile 19.81 Montmagny Subd.	80	453.00
113826—Mar. 19/64	Approaches	CNR	St-Georges Road, Ste. Thecle, mile 15.77 Linton Subd.	80	860.00
114386—May 11/64	Visions	CPR	Labelle-La Macasa Road, La Macaza, mile 83.46 Ste. Agathe Subd.	80	2,000.00
114457—May 20/64	Approaches	CNR	Station Road, St-Anaclet-de-Lessard, mile 118.86 Mont Joli Subd.	80	670.00
115281—Aug. 19/64	Visions and south side approach	CPR	Maryland Road, Bristol, mile 37.73 Waltham Subd.	80	1,160.00
			Adjustments made to cover increased grants for projects approved prior to 1964.		233.28
			Total		$5,376.28
			PROVINCE OF NEW BRUNSWICK		
			NIL		
			PROVINCE OF NOVA SCOTIA		
115742—Oct. 22/64	North approach	CNR	Near Glengarry, mile 28.34 Hopewell Subd.	80	1,280.00
			Total		$1,280.00
			PROVINCE OF PRINCE EDWARD ISLAND		
			NIL		
			PROVINCE OF NEWFOUNDLAND		
			NIL		
			GRAND TOTAL		$170,656.48

SUMMARY

TABLE 8—SUMMARY OF CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS, DIVERSIONS AND RELOCATION OF UTILITY PLANTS APPROVED—1964

Type of Project		B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Totals
Overhead Bridges	With Grant	5	4	1(A)	1	8	5	1	.....	.....	2	27
	Without Grant	1	1	.....	.....	3	14	3	.....	.....	5	27
Subways	With Grant	.....	.....	.....	1	7	1	.....	.....	.....	.....	9
	Without Grant	.....	.....	.....	.....	.....	5	.....	.....	.....	.....	5
Reconstruction of Overhead Bridges	With Grant	2	1	1	.....	6	2	1	.....	.....	.....	13
	Without Grant	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Reconstruction of Subways	With Grant	.....	.....	1	.....	7	1	.....	.....	.....	.....	9
Utilities	With Grant	3	4	.....	.....	47	6	3	.....	.....	.....	63
Diversions	With Grant	1	.....	.....	.....	2	1	1	.....	.....	.....	5
Pedestrian Overheads and Subways	Without Grant	1	1	1	.....	7	.....	.....	.....	.....	.....	10
TOTALS		13	11	4	2	89	35	9	.....	.....	7	170

(A) Project approved prior to 1964 but a grant from the Railway Grade Crossing Fund was approved during the current year.

TABLE 9—SUMMARY OF INSTALLATIONS OF AUTOMATIC PROTECTIONS AND IMPROVEMENTS TO CROSSINGS APPROVED—1964

Type of Protection		B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Totals
Flashers and Bell	With Grant	14	20	27	26	111	72	19	32	1	11	333
	Without Grant	3	3	.....	2	10	13	2	3	.....	1	37
Short Arm Gates, Flashers and Bell	With Grant	1	1	2	.....	23	4	.....	1	.....	.....	32
	Without Grant	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Flashers and Bell in Lieu of Existing Protection	With Grant	.....	1	1	.....	16	6	14	10	.....	.....	48
Short Arm Gates and Flashers in Lieu of or in Addition to Existing Protections	With Grant	1	.....	1	.....	13	.....	.....	.....	.....	.....	15
	Without Grant	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Improvements to Existing Protection	With Grant	1	.....	.....	.....	21	5	.....	1	.....	.....	28
	Without Grant	.....	2	.....	5	6	2	.....	.....	.....	.....	15
Improvements to Vision and/or of Approach Grades	With Grant	.....	22	3	1	44	5	.....	1	.....	.....	76
	Without Grant	3	10	15	5	23	4	2	.....	.....	.....	62
Widening and Other Improvements to Crossings	Without Grant	5	37	33	31	96	47	4	5	.....	.....	258
Crossings to be Protected by Flagman	.....	.....	1	.....	.....	10	1	.....	.....	.....	.....	12
TOTALS	.....	28	98	82	70	375	159	41	53	1	12	919

Installation of Reflectorized Crossing Signs With Grant	2,414
Installation of Reflectorized Crossing Signs Without Grant	107
Relocation of Reflectorized Crossing Signs With Grant	351
Relocation of Reflectorized Crossing Signs Without Grant	6

TABLE 10—SUMMARY OF VARIOUS OTHER WORKS APPROVED—1964

Type of Work	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	N.W.T.	Total
CONSTRUCTION ORDERS												
New Highway Crossings Approved	25	38	32	16	44	26	6	6	1	1	1	196
Highway Crossings to be Closed	8	16	10	12	28	14	3	3	.....	2	.....	96
New Pedestrian Crossings Approved	2	.....	.....	2	1	2	.....	.....	.....	.....	.....	7
Railway Bridges (Over Rivers, Creeks, Canals)	6	6	1	1	7	1	.....	.....	.....	.....	1	23
Trackage Serving Industries	3	14	8	11	18	4	1	2	.....	.....	.....	61
New Location of Railway Lines	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Relocation of Railway Lines	1	.....	1	1	2	.....	.....	.....	.....	.....	.....	5
Railway Connections	1	2	.....	.....	1	.....	.....	.....	.....	.....	.....	4
Restricted Clearances	5	3	2	1	23	14	3	3	1	4	.....	59
OPERATING ORDERS												
Over and/or Under (Bridges and Subways)	24	10	5	5	51	25	.....	1	.....	5	.....	126
Trackage Serving Industries	2	7	2	7	12	5	.....	.....	.....	.....	.....	35
Opening of New Lines for Carriage of Traffic	.....	.....	3	4	3	2	.....	.....	.....	.....	.....	12
Interlockers	.....	.....	.....	3	9	1	.....	1	.....	.....	.....	14
Abandonment of Operation of Railway Lines	1	1	1	.....	11	2	1	.....	.....	.....	.....	17
SIGNAL ORDERS												
CTC and Block Signals (including Changes)	3	3	2	3	17	1	.....	.....	.....	1	.....	30
Interlockers (including Changes)	.....	.....	1	3	4	.....	.....	.....	.....	.....	.....	8
Miscellaneous Works*	36	70	82	52	227	84	16	11	2	3	1	584
	117	170	151	121	458	181	30	27	4	16	3	1,278

*Includes approvals of Fencing; Pipe Crossings; Increased Grants from Fund; Location of Telephone Lines; Amending and Rescinding Orders.

TABLE 11—SUMMARY OF HIGHWAY-RAILWAY CROSSINGS IN CANADA UNDER THE BOARD'S JURISDICTION BY TYPE OF PROTECTION AS AT SEPTEMBER 30th, 1964

Type of Protection	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Total
Subways	45	89	50	42	513	275	44	45	5	3	1,111
Overhead Bridges	114	56	35	21	517	139	57	45	1	15	1,000
Pedestrian Grade Separations	2	3	2	2	31	13	1	1	.....	2	57
Gates and Flashers	18	26	11	37	344	70	2	6	.....	.....	514
Flashers	146	243	155	153	1,140	744	192	260	20	18	3,071
Wig Wags	2	1	3	1	158	15	29	10	7	.....	226
Manual Gates	1	.....	.....	.....	17	14	3	3	.....	.....	38
Watchmen	2	.....	.....	1	10	.....	.....	3	.....	.....	16
Flagged by Train Crew	23	2	4	6	107	49	11	22	.....	.....	224
Other Protection	5	.....	.....	2	28	10	5	12	3	1	66
Reflectorized Signs	446	2,015	2,940	1,572	3,634	1,562	422	320	76	149	13,136
Standard Crossing Signs	597	2,105	4,675	2,280	2,059	396	233	310	161	116	12,932
TOTALS	1,401	4,540	7,875	4,117	8,558	3,287	999	1,037	273	304	32,391

APPENDIX C—OPERATING DEPARTMENT

TABLE NO. 1—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED ON RAILWAYS UNDER THE BOARD'S JURISDICTION FOR YEAR ENDED DECEMBER 31st, 1964

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Canadian National	1	519	20	1284	140	369	2064	161	2172
Canadian Pacific	7	329	9	819	67	201	1216	83	1349
Algoma Central & Hudson Bay	.....	1	.....	13	.....	2	14	.....	16
British Columbia Electric	.....	.....	.....	2	.....	3	4	.....	5
Chesapeake & Ohio	.....	.....	.....	.....	2	4	4	2	4
Cumberland	.....	.....	.....	33	1	4	37	1	37
Dominion Atlantic	.....	2	.....	2	.....	1	5	.....	5
Essex Terminal	.....	.....	.....	6	.....	1	7	.....	7
Grand Falls Central	.....	.....	.....	.....	4	.....	1	4	.....
Grand River	.....	.....	.....	.....	.....	2	2	.....	2
Great Northern	.....	2	.....	7	1	2	12	1	11
Lake Erie & Northern	.....	.....	.....	.....	.....	4	4	.....	4
Midland Railway of Manitoba	.....	2	.....	.....	.....	2	3	.....	4
Napierville Junction	.....	2	.....	.....	2	1	4	2	3
New York Central	.....	.....	1	2	1	17	14	2	19
Northern Alberta	.....	.....	.....	38	1	2	40	1	40
Quebec Central	.....	.....	.....	3	1	6	9	1	9
Quebec, North Shore & Labrador	.....	.....	.....	1	.....	.....	1	.....	1
Toronto, Hamilton & Buffalo	.....	.....	.....	.....	.....	3	3	.....	3
Toronto Terminals	.....	1	.....	1	.....	1	3	.....	3
TOTALS	8	858	30	2211	220	625	3447	258	3694

TABLE NO. 2—NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1964.

Classification of Accidents	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Derailment	15	.....	27	4	.....	42	1	.....	1	20	.....	70
Collision head-on	2	.....	6	.....	.....	.....	.....	.....	.....	2	.....	6
Collision rear-end	1	.....	1	.....	.....	.....	1	.....	1	2	.....	2
Collision, miscellaneous	2	.....	5	.....	.....	.....	.....	.....	.....	2	.....	5
Collision with cars account open switch	1	.....	5	.....	.....	.....	.....	.....	.....	1	.....	5
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards	16	.....	26	5	.....	14	1	.....	1	22	.....	41
Sideswipe—not including yard movements	4	.....	11	1	.....	1	.....	.....	.....	5	.....	12
Public highway crossing protected by gates—manual	4	2	2	3	.....	3	.....	.....	.....	7	2	5
Public highway crossing protected by gates—automatic	6	2	6	3	2	1	.....	.....	.....	9	4	7
Public highway crossing protected by bell and wigwag	3	.....	3	2	.....	2	4	.....	5	9	.....	10
Public highway crossing protected by flashing lights and bell	64	19	73	32	10	47	6	1	8	102	30	128
Public highway crossing protected by watchman	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Public highway crossing otherwise protected	179	68	227	96	40	160	30	10	32	305	118	419
Private crossing	32	8	37	7	2	6	4	.....	5	43	10	48
Trespassing	78	45	38	44	19	30	7	2	6	129	66	74
Working on or about engine	33	.....	35	15	.....	15	4	.....	4	52	.....	54
Miscellaneous	368	3	373	171	2	170	34	.....	34	573	5	577
Adjusting couplers, coupling and uncoupling	25	.....	25	19	.....	19	3	.....	3	47	.....	47
Run down by engine or car between stations	1	1	.....	3	2	1	.....	.....	.....	4	3	1
Track car accidents	45	2	60	26	1	30	4	.....	5	75	3	95
Track car struck by train	10	1	14	5	3	4	.....	.....	.....	15	4	18
Crossing between cars	3	2	1	1	.....	1	2	.....	2	6	2	4
Struck by engine or cars on adjoining track	6	.....	6	5	.....	5	.....	.....	.....	11	.....	11
Struck by switch stand, water spout, mail crane or other projection	3	.....	3	2	.....	2	1	.....	1	6	.....	6
Crushed between cars and buildings, lumber piles	3	.....	3	2	.....	2	.....	.....	.....	5	.....	5
Locomotive accidents where defect involved	5	.....	5	6	.....	7	.....	.....	.....	11	.....	12
Getting on and off passenger trains	96	1	95	46	.....	46	4	.....	4	146	1	145
Rough coupling	22	.....	29	11	.....	17	.....	.....	.....	33	.....	46
Riding on pilot or footboard of engine	1	.....	1	1	.....	1	.....	.....	.....	2	.....	2
Obstructions, overhead and on ground	11	.....	11	6	.....	6	1	.....	1	18	.....	18
Falling off top of car	1	.....	1	5	.....	5	.....	.....	.....	6	.....	6
Application and handling of air brakes, starting and stopping of trains, adjusting slack	90	.....	98	79	.....	95	5	.....	6	174	.....	199
Employees getting off train	147	1	146	139	.....	140	13	.....	13	299	1	299
Employees boarding train	61	1	60	63	.....	63	9	.....	9	133	1	132
Slipping on ice	51	.....	51	33	.....	33	11	.....	11	95	.....	95

TABLE NO. 2—NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1964. (concluded)

Classification of Accidents	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Minor accidents in baggage cars and coaches	446	.....	451	236	.....	237	6	.....	6	688	.....	694
Run down by engine or cars at stations or in yards	20	4	16	8	1	7	1	1	.....	29	6	23
Caught by engine or car while throwing switch	.....	.....	.....	2	.....	2	.....	.....	.....	2	.....	2
Slipping or falling off side or end ladder of cars	35	.....	35	39	.....	39	3	.....	3	77	.....	77
Hand brake—accidents while working hand brake	56	.....	56	54	.....	54	8	.....	8	118	.....	118
Handling freight or baggage	30	.....	30	4	.....	4	1	.....	1	35	.....	35
Loading and unloading O.C.S. Materials	19	.....	19	14	.....	14	1	.....	1	34	.....	34
Work train equipment	8	.....	8	1	.....	1	.....	.....	.....	9	.....	9
Cars moved while being loaded or unloaded	4	.....	4	1	.....	1	.....	.....	.....	5	.....	5
Carmen working on or under cars on running track when moved	2	.....	2	.....	.....	.....	.....	.....	.....	2	.....	2
Coupling or uncoupling hose	19	.....	19	6	.....	6	2	.....	2	27	.....	27
Turning angle-cock	9	1	8	6	.....	6	.....	.....	.....	15	1	14
Loads shifting in transit or switching	7	.....	17	2	.....	2	.....	.....	.....	9	.....	19
Falling or jumping off passenger train between stations	2	.....	2	2	.....	2	.....	.....	.....	4	.....	4
Cars running away not under control	5	.....	7	2	.....	3	.....	.....	.....	7	.....	10
Individual derailment of equipment in yard tracks	5	.....	5	2	1	1	.....	.....	.....	7	1	6
Accidents as a result of handling dangerous commodities	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Fires occurring in passenger train equipment	2	.....	2	.....	.....	.....	.....	.....	.....	2	.....	2
Accidents as a result of train breaking in two	5	.....	6	1	.....	1	.....	.....	.....	6	.....	7
TOTALS	2,064	161	2,172	1,216	83	1,349	167	14	173	3,447	258	3,694

PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED
FOR THE YEAR ENDED DECEMBER 31st, 1964

	Passengers		Employees		Others		Totals		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Canadian National Railways	1	519	20	1284	140	369	2064	161	2172
Canadian Pacific Railway	7	329	9	819	67	201	1216	83	1349
Miscellaneous Railways		10	1	108	13	55	167	14	173
TOTALS	8	858	30	2211	220	625	3447	258	3694

TABLE NO. 3 –PARTICULARS OF ALL HIGHWAY CROSSING ACCIDENTS WITH DESCRIPTION OF PROTECTION IN EFFECT FOR THE YEAR ENDED DECEMBER 31st. 1964.

	Newfoundland			Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Totals		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
Gates, Manual	....	....	....	....	....	....	....	....	....	1	1	...	5	1	4	1	...	1	....	....	....	....	....	....	....	....	....	....	....	....	7	2	5
Gates, Automatic	....	....	....	....	....	....	....	....	....	1	....	1	1	1	...	4	2	2	2	1	2	....	....	....	1	....	2	....	....	....	9	4	7
Bell and Wigwag	....	....	....	2	....	2	....	....	....	1	....	1	....	....	....	6	....	7	....	....	....	....	....	....	....	....	....	....	....	....	9	....	10
Flashing Lights and Bell	....	....	....	....	....	....	1	1	...	2	....	2	32	12	36	46	8	62	6	4	9	4	1	6	8	4	8	3	....	5	102	30	128
Watchman	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
Other	4	6	3	1	....	2	6	....	7	10	....	22	68	22	80	128	52	207	25	8	25	22	12	31	25	12	28	16	6	14	305	118	419
TOTALS	4	6	3	3	..	4	7	1	7	15	1	26	106	36	120	186	62	280	33	13	36	26	13	37	34	16	38	19	6	19	433	154	570

	1960	1961	1962	1963	1964
Number of accidents which occurred at crossings protected by Gates, Manual	6	3	4	5	7
Number of accidents which occurred at crossings protected by Gates, Automatic	9	7	7	14	9
Number of accidents which occurred at crossings protected by Bell	4	3	4	4	.....
Number of accidents which occurred at crossings protected by Bell and Wigwag	34	17	16	17	9
Number of accidents which occurred at crossings protected by Flashing Light Signals and Bell	80	69	76	92	102
Number of accidents which occurred at crossings protected by Watchman	.....	3	2	2	1
Number of accidents which occurred at crossings otherwise protected	360	342	319	342	305
TOTALS	473	444	428	476	433

TABLE NO. 4 –HIGHWAY CROSSING ACCIDENTS BY PROVINCES FOR 5 YEAR PERIOD—1960 TO 1964 INCLUSIVE

	Newfoundland	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Totals
1960	9	1	9	14	108	208	34	23	40	27	473
1961	9	7	7	15	106	188	31	26	36	19	444
1962	4	4	12	7	94	193	19	34	38	23	428
1963	8	5	14	13	85	219	34	33	44	21	476
1964	4	3	7	15	106	186	33	26	34	19	433

TABLE NO. 5—CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1964.

Motor Vehicles Struck by Train	Accidents	Killed	Injured
Daylight hours	163	84	193
Night hours	73	19	89
Totals	236	103	282
Motor Vehicles Running into Side of Train			
Daylight hours	66	21	130
Night hours	95	17	124
Totals	161	38	254
Pedestrians Struck by Train			
Daylight hours	10	6	4
Night hours	5	1	4
Totals	15	7	8
Accidents in which Track Cars Involved			
Daylight hours	13	4	20
Night hours	...	...	...
Totals	13	4	20
Other Vehicles Struck by Train			
Daylight hours	4	1	3
Night hours	...	...	...
Totals	4	1	3
Other Types of Accidents			
Daylight hours	3	1	2
Night hours	1	...	1
Totals	4	1	3
Total Number of Accidents			
Daylight hours	259	117	352
Night hours	174	37	218
GRAND TOTALS	433	154	570

TABLE NO. 6—HIGHWAY CROSSING ACCIDENTS AND MOTOR VEHICLE REGISTRATIONS—10 YEAR PERIOD 1955 TO 1964 INCLUSIVE

Year	Accidents	Killed	Injured	Motor Vehicle Registrations
1955	510	167	729	3,948,652
1956	598	212	785	4,226,474
1957	583	206	752	4,459,595
1958	516	188	660	4,719,474
1959	546	185	717	5,017,686
1960	473	172	628	5,256,341
1961	444	145	542	5,517,023
1962	428	154	542	5,774,810
1963	476	160	618	6,074,655
1964	433	154	570	.....

TABLE NO. 7—DEFECTS ON LOCOMOTIVE UNITS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DEC. 31, 1964

Classification	No. of Defects
Inspections or tests not made when required	132
Safety appliances, associated parts and fastenings	887
Air brake equipment	1990
Compressed air system	266
Wheels, axles and journal bearings	230
Lights	287
Couplers, draft-gear and draw-gear	95
Bells, horns, (whistles)	239
Springs and spring rigging	219
Sanders	667
Cabs, hoods, car bodies	596
Fire protective appliances	22
Gauges, meters, indicating warning and protective devices	202
Communicating signal systems	34
Running defects	7
Trucks	336
Power plant, its components and auxiliaries	1640
Transmission	379
Power and control circuits and equipment	24
Dynamic braking	1
Batteries	3
Accident prevention	1781
Miscellaneous diesel locomotive defects	4
Miscellaneous diesel electric locomotive defects	35
TOTAL DEFECTS	10076

NUMBER OF LOCOMOTIVE UNIT INSPECTIONS SHOWING NUMBER OF UNITS DEFECTIVE AND NUMBER OF DEFECTS FOR THE YEAR ENDED DECEMBER 31st, 1964

Railway	Locomotive Inspections	Locomotives Defective	Total Defects
Canadian National	4654	2255	6279
Canadian Pacific	3248	1377	3302
Miscellaneous	761	235	495
TOTALS	8663	3867	10076

TABLE NO. 8—DEFECTS ON HEATING AND POWER BOILERS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1964.

Classification	No. of Defects
Boilers	30
Boiler water system	58
Fuel and combustion system	103
Steam components, steam lines	128
Inspection Forms, Fire and Accident Prevention, Lighting and Electrical Equipment	59
Control indicating or warning devices	66
TOTAL DEFECTS	444

NUMBER OF HEATING AND POWER BOILER INSPECTIONS, SHOWING BOILERS DEFECTIVE AND NUMBER OF DEFECTS FOR YEAR ENDED DECEMBER 31st, 1964.

Railway	Boiler Inspections	Boilers Defective	Total Defects
Canadian National	1586	169	235
Canadian Pacific	1103	147	194
Miscellaneous	243	14	15
TOTALS	2932	330	444

TABLE NO. 9—DEFECTS ON FREIGHT CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1964.

Classification	No. of Defects
Safety appliances and safety devices	2372
Hand brakes	836
Foundation brake gear	634
Air brake and air operated equipment	3895
Couplers, draft gear	870
Wheels, axles, journal bearings, wheel and axle assemblies	415
Trucks	1402
Car bodies	282
Tanks, trailer flats, loading, placarding, special equipment	368
Cooling, heating, cooking, lighting and electrical equipment	17
Inspections or tests not made when required	1493
TOTAL DEFECTS	12584

NUMBER OF FREIGHT CAR INSPECTIONS SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CAR INSPECTIONS FOR OVERDUE FOR WEIGHING FOR TARE, AND IMPROPER PISTON TRAVEL, FOR THE YEAR ENDED DEC. 31st, 1964.

Railway	Total Car Inspections	Total Cars Defective	Total No. of Defects	Car Inspections	
				Overdue Tare	Improper Piston Travel
Canadian National	40695	5425	7123	7501	13141
Canadian Pacific	28030	3896	4695	6067	13509
Miscellaneous	5451	601	766	1389	1928
TOTALS	74176	9922	12584	14957	28578

TABLE NO. 10—DEFECTS ON PASSENGER CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1964.

Classification	No. of Defects
Safety appliances and safety devices	116
Hand brakes	23
Foundation brake gear	192
Air brake and air operated equipment	209
Couplers, draft gear	25
Wheels, axles, journal bearings, wheel and axle assemblies	3
Trucks	138
Cooling, heating, cooking, lighting and electrical equipment	155
Accident prevention, sanitation and facilities	591
Inspections or tests not made when required	323
TOTAL DEFECTS	1775

NUMBER OF PASSENGER CAR INSPECTIONS, SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CAR INSPECTIONS FOR IMPROPER PISTON TRAVEL FOR YEAR ENDED DECEMBER 31, 1964.

Railway	Total Car Inspections	Total Cars Defective	Total No. of Defects	Car Inspections
				Improper Piston Travel
Canadian National	3303	687	1079	599
Canadian Pacific	2021	458	675	496
Miscellaneous	24	7	21	14
TOTALS	5348	1152	1775	1109

TABLE NO. 11—SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD DURING THE 1964 FIRE SEASON

	Canadian National (Atlantic Region)	Canadian National (St. Lawrence Region)	Canadian National (Great Lakes Region)	Canadian National (Prairie Region)	Canadian National (Mountain Region)	Canadian Pacific (Atlantic Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Miscellaneous Railway	Totals All Railways
FIRES OF RAILWAY ORIGIN—											
Locomotive Class A	24	4	3	.....	4	.....	1	.....	16	.....	A 52
Locomotive Class B	30	2	8	.....	2	1	7	.....	13	.....	B 63
Locomotive Class C	3	1	.....	.....	.....	1	2	.....	.....	.....	C 7
Employees, Class A	2	8	.....	2	.....	.....	.....	.....	3	.....	A 15
Employees, Class B	2	4	4	1	1	1	5	6	4	2	B 30
Employees, Class C	.....	2	2	1	.....	.....	.....	.....	1	2	C 8
Fusees, Class A	.....	2	1	.....	2	.....	1	.....	1	.....	A 7
Fusees, Class B	.....	.....	.....	.....	.....	.....	1	3	1	.....	B 5
Fusees, Class C	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	C .....
Burning smoking materials from trains, Class A	.....	.....	2	1	.....	.....	1	1	4	2	A 11
Burning smoking materials from trains, Class B	3	1	8	.....	.....	.....	6	.....	1	1	B 20
Burning smoking materials from trains, Class C	2	.....	1	.....	.....	.....	1	.....	1	.....	C 5
Total Class A	26	14	6	3	6	.....	3	1	24	2	A 85
Total Class B	35	7	20	1	3	2	19	9	19	3	B 118
Total Class C	5	3	3	1	.....	1	3	.....	2	2	C 20
TOTAL	66	24	29	5	9	3	25	10	45	7	223
Areas burned (Acres)											
Young forest growth	796.98	51.00	131.25	48.00	.50	30.00	567.25	6.25	.50	30.00	1,661.73
Merchantable timber	13.00	10.00	.....	.....	.....	.....	1.00	3.00	2.50	.....	29.50
Slashing or old burn	363.53	.....	.....	.....	.....	.....	4.00	.....	44.05	118.25	529.83
Other classes of land	68.16	8.01	102.79	65.60	1.10	18.20	25.23	10.61	45.80	4.54	350.04
TOTAL	1,241.67	69.01	234.04	113.60	1.60	48.20	597.48	19.86	92.85	152.79	2,571.10
Value of Property Destroyed	$	$	$	$	$	$	$	$	$	$	$
Young forest growth	1,053.43	377.00	1,700.00	15.36	5.00	278.00	10,347.50	63.75	12.50	375.00	14,227.54
Standing timber	139.00	280.00	.....	.....	.....	.....	32.00	57.60	3.00	.....	502.60
Forest products	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other property	399.00	.....	100.00	.....	10.13	1,500.00	4.00	62.50	101.95	.88	2,178.46
TOTAL	1,582.43	657.00	1,800.00	15.36	15.13	1,778.00	10,383.50	183.85	117.45	375.88	16,908.60

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SIXTY-FIRST REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

Board of
Report

For the Year Ended December 31
1965





SIXTY-FIRST REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA * * * * *

For the Year Ended December 31
1965

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REPORT OF BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

To the Governor in Council:

Pursuant to Section 31 of the Railway Act, Chapter 234, R.S. 1952, the Board of Transport Commissioners for Canada has the honour to submit its Sixty First Report for the year ended December 31, 1965.

GENERAL REVIEW OF THE BOARD'S WORK IN 1965

The Board of Transport Commissioners for Canada has for more than sixty years been charged with the responsibility of administering the Railway Act, the Transport Act and other legislation regulating railways, certain inland steamship companies, international bridge and tunnel companies, etc. subject to the jurisdiction of the Parliament of Canada.

In 1965, the Board received a total of 2,584 applications under various provisions of the legislation under its jurisdiction and some 3,080 Orders and two General Orders were issued with respect to these applications. In the majority of cases the matters referred to in applications submitted to the Board were resolved through correspondence with the various interested parties concerned; however, 22 formal public hearings of some applications were required and in addition to the hearings held in Ottawa there were sittings in Moncton, New Brunswick, Farnham, Montreal, Sherbrooke, Quebec; Bancroft, Ingersoll, London, Port Arthur, Sarnia, Woodstock, Ontario; Winnipeg, Manitoba; Regina, Saskatchewan; Calgary, Edmonton, Lethbridge, Alberta; Vancouver and Rossland, British Columbia.

Of particular note were the public hearings held by the Board in Ottawa during the Spring of 1965 with reference to its review of the capital investment, revenues and expenses, debt charges, dividend payments and retained earnings of The Bell Telephone Company of Canada and public hearings held in Vancouver in the Fall of the year with respect to a similar enquiry into the finances of the British Columbia Telephone Company. Reports of the Board with respect to these two enquiries were pending at the close of the year. Also of major importance were the Board's public hearings held in Winnipeg, Vancouver, Calgary, Regina, Ottawa and Port Arthur in connection with the proposal of the Canadian Pacific Railway Company to discontinue the transcontinental passenger service which has been provided for many years by its train popularly known as "The Dominion". The Company had proposed to discontinue this service early in September. However, the Board ordered that it be continued pending public hearings and further Order of the Board. At the end of the year the Board's decision in this regard was also pending.

As indicated in the Board's Annual Report for 1964, a Consolidation of the Board's General Orders and Circulars was issued early in 1965. This Consolidation gives subscribers a complete codification of the Board's regulations as set forth in its General Orders and Circulars. Copies of the Consolidation and the amending service are obtainable, on order, from the Queen's Printer in Ottawa.

In accordance with long established practice, the Board continued the publication, which includes the text of all formal Judgments issued by the Board, together with a summary of all Orders issued during the year and other information respecting the Board's work is also available in loose-leaf form to subscribers on order to the Queen's Printer.

Once again it is reported that motor vehicle registrations in Canada have increased and, contrary to last year, there has been a slight increase in the number of accidents reported at railway-highway crossings.

The Board continued its work of improving safety for the travelling public through various types of projects designed for its greater protection at railway-highway crossings. A total of 2,603 engineering projects for approval of the Board, were received, an increase of 29.25 per cent over 1964. In 1965 the Board authorized commitments from The Railway Grade Crossing Fund totalling $17,225,820.99 to assist in the undertaking of 432 projects, compared with an amount of $18,025,371.15 and 594 projects in 1964. There were 516 other projects approved in 1965 for the improvement of conditions at highway-railway crossings for which no contributions were made from the Fund. Accelerated programs of highway improvement and new highway construction in certain parts of Canada resulted in a considerable increase in requests for approval of improvement of existing highway-railway crossings and for approval of grade separations of new highways across railways.

Installations of automatic protection approved by the Board in 1965 are included in the list shown in Table 5 of Appendix B.

The program, initiated in 1958, of erecting reflectorized signs at level crossings which are not protected by automatic protection and where trains operate at night, was continued and the erection of 2,855 signs was ordered by the Board in 1965. The Board has now ordered the erection of such signs at 16,119 railway-highway crossings in the interests of public safety. This means that about one half of all public level crossings in Canada are now so equipped.

The program of applying reflective markings on the sides of railway freight cars, also initiated in 1958, was continued and reports filed by railway companies under the Board's jurisdiction show that approximately 43,000 railway cars are now equipped with such markings, an increase of 6,000 over the number so reported in 1964.

To ensure an appropriate degree of safety in the transportation of dangerous commodities by railways, the Board prescribes regulations which are published under the title of "Regulations for the Transportation of Dangerous Commodities by Rail". The fifth revision of the current publication of these regulations was approved on December 7, 1965, to become effective on February 15, 1966.

During 1965 the Board issued regulations governing the unloading of Chlorine tank cars (General Order No. 0-35) and the storage of Ammonium Nitrate and Ammonium Nitrate Mixed Fertilizers (General Order No. 0-36), on railway right of way. The Board had previously issued regulations pertaining to the location, construction, design, operation and maintenance of storage and transfer facilities for flammable liquids, liquefied petroleum gases and anhydrous ammonia. Under these regulations 302 new storage and transfer facilities and 160 additions or modifications to existing facilities were approved by the Board during 1965.

It is interesting to note that there are approximately 5,000 dangerous commodity storage facilities located on the rights of way of railways subject to the Board's jurisdiction, and that in 1965 there were no deaths or serious injuries attributable to the rail transportation of dangerous commodities or to their storage on the railway right of way, and property losses were moderate. Of the 5,000 dangerous storage facilities referred to, 426 of these were inspected in 1965 for compliance with the Board's regulations. A total of 38 special permits were issued during the year authorizing the trial use of new types of packages for the rail transportation of dangerous commodities and to approve modifications to some of the existing B.T.C. specification containers.

The Board continued its administration of subsidy payments to railway companies under the Maritime Freight Rates Act, the "Bridge Subsidy" and so called "Rollback" Subsidy (Freight Rates Reduction Act) and related legislation. Detailed information concerning these payments will be found in following sections of this report.

There were 143 employees on the Board's Headquarters staff in Ottawa, the same number as in 1964, and 37 employees of the Board were located in eight district offices for the purpose of conducting operating and engineering inspections. These district offices are located in St. John's, Nfld., Moncton, N.B., Montreal, Que., Toronto, Ont., Winnipeg, Man., Saskatoon, Sask., Calgary, Alta., and Vancouver, B.C.

Early in September the Board's Ottawa headquarters offices were moved from the Union Station Building, where they had been located since 1911, to the new Centennial Tower Building, 400 Laurier Avenue West, Ottawa.

APPEALS FROM THE DECISIONS OF THE BOARD

Appeals to the Supreme Court of Canada

The appeal of the Province of Quebec to the Supreme Court for a reapportionment of the cost of construction of the deviation of the highway under the bridge carrying the railway of the Canadian Pacific Railway Company over the Jacques Cartier River at Pont Rouge, P.Q., was granted. (See 1964 Report, Page 7.) The Board, in a judgment dated June 12, 1964, had ruled that it did not have jurisdiction under the Railway Act to authorize a grant from The Railway Grade Crossing Fund in the circumstances of this particular application. Order 114705 dated June 12, 1964, had not apportioned any of the costs to be paid out of the Fund. The Supreme Court, in its judgment of June 24, 1965, found that the Board did, in law, have power to authorize a grant from the Fund and referred the matter back to the Board. By Order 118144 dated August 3, 1965, the Board amended Order 114705 and allocated fifty per cent of the cost of construction, or the sum of $56,000.00, whichever is the lesser, to be paid out of the Fund, with $5,000.00 to be borne by the Canadian Pacific Railway Company, and the balance of the cost to be borne by the Province of Quebec.

The Canadian Pacific Railway Company appealed to the Supreme Court from the apportionment of cost of construction of the bridge carrying Highway No. 1 in the Province of Quebec across and over the right of way and track of its railway at mileage 100.3 Sherbrooke Subdivision, as set out in Order 109763 dated December 7, 1962. The Supreme Court dismissed the appeal.

Maple Leaf Mills Limited, Robin Hood Flour Mills Limited and Pillsbury Canada Limited, on December 14, 1965, applied to the Supreme Court of Canada for leave to appeal from Order 118905 of November 8, 1965 in which the Board dismissed an application for disallowance of rates on grain products processed by the appellants at Port Colbourne, Humberstone and Midland, Ontario, from grain received at such points by water transport, and shipped by rail from such points to destinations east thereof and for export overseas. The application made to the Board alleged that the rates from such points were unreasonable and unjustly discriminatory in that a charge is imposed for a service the railways do not perform. The application also alleged that a previous decision of the Board in the same premises was in error. In dismissing the application by Order 118905 the Board held that the allegations of unreasonableness and unjust discrimination could not be sustained and affirmed its previous decision. Judgment upon the motion for leave to appeal was reserved.

Petitions to the Governor in Council

The petition of Northern Telephone Limited and the Town of Kenora, described on Page 7 of the 1964 Report, is still awaiting disposal.

Industrial Wire and Cable Company Limited petitioned the Governor in Council to set aside Board Order 113071 dismissing its application for an Order declaring that the ownership of The Bell Telephone Company of shares of Northern Electric Company Limited is ultra vires the power of The Bell Telephone Company. The disposal of this petition is still pending.

SUMMARY OF APPEALS TO THE GOVERNOR IN COUNCIL
1956 — 1965

Dismissed	16
Allowed	2
Suspended and not yet decided	2
Withdrawn or Discontinued	3
Pending	3
Total	26

SUMMARY OF APPEALS TO THE SUPREME COURT OF CANADA
1956 — 1965

Dismissed	16
Allowed	2
Withdrawn or Discontinued	3
Pending	1
Total	22

FREIGHT TRAFFIC ANALYSES

Rail Waybill Analysis

The Board's annual waybill analysis is designed to indicate the general pattern of railway carload freight movements and the changing trends of traffic under the different categories of freight rates. For this purpose the Board requires the railways of Canada to submit to the Board, a one per cent sampling of waybills covering their annual carload traffic originating and terminating in Canada.

Approximately 24,000 waybills are examined annually by the Board's staff. Mileages, rate categories and commodity classifications are verified. In addition calculations are made to show ton miles, car miles, and averages of length of haul, load per car, revenue per ton mile and revenue per car mile. Adjustments for

subsidies are made where traffic is subject to the Freight Rates Reduction Act and the Maintenance of Trackage Subsidy (Sec. 468, Railway Act) and charges are adjusted on such traffic to show the total revenues received by the railways.

The railways and the Board keep under continuing review the methods and procedures used in preparing the Waybill Analysis as an important document of reference, and the Railway Association of Canada has set up for this purpose a permanent Waybill Analysis Sub-Committee.

The 1964 waybill sample consisted of 23,791 carloads of all-rail traffic between Canadian stations. The sample by regions consisted of 3,206 carloads originating in the Maritime Region, 10703 in the Eastern Region, and 9,882 carloads in the Western Region. The Maritime Region consists of the four Maritime Provinces and that portion of the Province of Quebec lying east of Levis and Diamond; the Eastern Region extends westward to Port Arthur and Armstrong, Ontario; and the Western Region includes the balance of Canada, except the Yukon Territory.

The current Waybill Analysis consists of six tables as follows:

Table 1 — Summary for Canada — Traffic By Type of Rate

Table 1-A — Traffic Originating in the Maritime Region — By Type of Rate

Table 1-B — Traffic Originating in the Eastern Region — By Type of Rate

Table 1-C — Traffic Originating in the Western Region — By Type of Rate

Table 2 — Traffic by Commodities — Region to Region and Totals for Canada

Table 3 — Sample Distribution and Averages — For 1961 to 1964 Inclusive

The last named table has been adapted and appears in Appendix A of this report. An examination of Tables 1 and 2 indicates that competitive rated traffic has again increased as a percentage of the total traffic sampled both as to revenue and ton miles.

The revenue per ton-mile data shown in Table 3 is a measure of what the railways earn from year to year for the transportation work performed. The trend in the average revenue per ton-mile is shown in the following table by principal commodity groups for the four year period 1961 to 1964. These averages are affected by rate levels, type of rate, length of haul, relative quantities of high and low rated traffic and the sample variations. Statutory grain traffic is excluded from the comparison.

Commodity Group	1961	1962	1963	1964
	cts.	cts.	cts.	cts.
Products of Agriculture	1.47	1.69	1.44	1.52
Animal and Animal Products	3.11	3.11	3.09	2.88
Products of Mines	1.35	1.28	1.17	1.12
Products of Forests	1.69	1.60	1.60	1.47
Manufacturers and Miscellaneous	2.80	2.72	2.52	2.49
ALL TRAFFIC	2.13	2.12	1.96	1.92

A waybill analysis for 1965 is in the process of preparation with publication expected in the Fall of 1966.

Mackenzie River Traffic Survey

In May 1965, the Board completed a survey of the traffic, tolls and tariffs of the licensed water carriers operating within the watershed of the Mackenzie River. The purpose of the survey was to collect pertinent traffic and rate information showing the traffic flow by operational regions within the Mackenzie River area. Major transportation companies submitted all bills of lading for the shipping season for analysis by the Board. The resulting survey provided a summary of traffic by area and direction, type of rate and main points of origin.

The Northern Transportation Company is a Crown Company and carries out the business of a common carrier in the vast Mackenzie River watershed. Its fleet consists of 20 tugs and 98 barges. The Yellowknife Transportation Company, a private company, also operating in the Mackenzie River area, was purchased by the Northern Transportation Company prior to the commencement of the 1965 shipping season. While the Yellowknife Company is subject to management control of Northern, the licensed vessels of Yellowknife Transportation Company will for some time continue to operate as the Yellowknife Transportation Company, a separate entity.

In July, the Assistant Chief Commissioner, accompanied by the Director of Traffic and the Director of Economics and Accounting, undertook a fact-finding tour of the water transportation facilities and operations of the Northern Transportation Company, the former Yellowknife Transportation Company, Frenchy's Transport and Charles Sanders. From the facts so ascertained, the general information available to the Board as well as the information derived from the Traffic Survey, it was considered that no necessity existed at this time for any public hearing into the service provided or the rates charged therefor.

With the purchase of the Yellowknife Transportation Company by Northern Transportation it appeared desirable that the present freight rate structure be reviewed with the officers of the Company with a view to the revision and modernization of such rate structure, and action in this respect is being progressed.

ADMINISTRATION OF STATUTORY FINANCIAL ASSISTANCE

The Railway Grade Crossing Fund

The Railway Grade Crossing Fund was established in 1909, and Parliament has provided funds since that time for the purpose of aiding construction work for the protection, safety and convenience of the public in respect of highway-railway crossings in accordance with terms and conditions provided in the Railway Act.

A history of the Fund may be found in the Board's Annual Report for 1964.

Section 265 of the Railway Act, as amended, provides for grants from the Fund towards various types of projects as follows:

Up to eighty (80) per cent of the cost of construction of protective works at a crossing at rail level, not exceeding the sum of $500,000 for any one project; and up to fifty (50) per cent of the cost of reconstruction and improvement of an existing grade separation, not exceeding the sum of $250,000 for any one project. No grant may be made from the Fund for work done at a crossing unless the crossing has been in existence for at least three years. The Railway Act also provides for the payment of up to eighty (80) per cent of the cost of removing

or relocating public utilities' facilities to permit construction or reconstruction of a grade separation.

While the municipal or provincial share varies and is subject to determination by the Board, the apportionment usually is —

(a) for the installation of automatic protection and improvements to crossings at rail level — Railway Grade Crossing Fund 80%; railway 7½%, highway authority 12½%;

(b) for new grade separation projects whose total cost is less than $625,000 — Railway Crossing Fund 80%, railway 5%, highway authority 15%;

(c) for the reconstruction of grade separations, the balance of cost, after 50% contribution from the Fund, is allocated as determined by the Board in each case.

STATEMENT OF THE RAILWAY GRADE CROSSING FUND

Amount credited to The Railway Grade Crossing Fund by Statutory and other Parliamentary Votes from 1909 to December 31, 1965		$152,991,252.42
Amount paid out	$103,219,793.74	
Outstanding Commitments*	41,919,521.42	
		145,139,315.16
Balance Available for commitment		$ 7,851,937.26

*Commitments of Contribution from the Fund, which due to the time factor necessary for financing, construction and the auditing of accounts before payment, remain outstanding against the Fund.

The overall record of expenditure from the Fund from 1909 to December 31, 1965 is shown in Table No. 1 of Appendix B. It will be noted that out of a total of $194,208,488 spent on projects for the protection, safety and convenience of the public at highway-railway crossings, federal assistance through the Fund and other federal Votes amounted to $103,219,793, or 53.15%, the railways share amounted to $27,654,746 or 14.24% and that of the provinces and municipalities to $63,333,948 or 32.61%.

Maritime Freight Rates Act

The Canadian National Railways, for its lines situated within the four Maritime Provinces and in the Province of Quebec (Levis, Diamond and east thereof), are required under the Maritime Freight Rates Act to publish and maintain reduced freight rates applying within that territory, and also from such territory to points in Canada west thereof. Freight rates on traffic moving locally between points within the territory are accorded a reduction of 20%, and the rates on traffic moving from such territory to other destinations in Canada are accorded a reduction of 30% for that portion of the haul within the said territory. The Board is required to approve such reduced rates.

Other railway companies operating within the same territory are permitted to meet these statutory rates, and receive payment for the difference between such reduced rates and the normal rates that would otherwise apply. The Board is required to approve the tariffs containing such reduced rates, concurrently fix normal rates for reimbursement purposes, and certify to the Minister of Transport the subsidy payments.

Freight rates frequently change and there is constant demand to recalculate normal rates, which involve annually many thousands of calculations. During the year the Board issued 217 Orders approving tariffs of tolls issued under the Act and fixing of normal freight rates. For the twelve months ending June 30, 1965 the Board authorized reimbursement to railway companies, other than the Canadian National Railways, totalling $2,275,796 viz:

Canada & Gulf Terminal Railway	$ 27,435
Canadian Pacific Railway	854,292
Cumberland Railway Company	716,735
Dominion Atlantic Railway	369,339
Grand Falls Central Railway	307,995

The following shows the subsidy payments authorized by the Board under the Act during the past six years. These are for the twelve months ending June 30th each year.

1960	$2,217,648
1961	2,150,094
1962	2,089,497
1963	2,216,821
1964	2,067,723
1965	2,275,796

It is of interest to note that the Department of Transport, in cooperation with the Atlantic Development Board, has engaged a consortium of consultants to undertake an integrated study of the transportation problems of the Atlantic Provinces. Such study will examine the operation of the Maritimes Freight Rates Act in the light of the recommendations of the 1959 Royal Commission on Transportation, paying special attention to (a) — an assessment of the present day effects of the Maritime Freight Rates Act on the economic development of the Atlantic Provinces; (b) — an assessment of the desirability and feasibility of implementing the recommendations of the above Royal Commission; (c) — an assessment of the present methods of making payments to the railroads under the Maritime Freight Rates Act; and (d) — the formulation of appropriate recommendations on the above three points. The Board has been requested to cooperate and assist the consultants in this study.

Bridge Subsidy (Trackage Maintenance Subsidy)

Section 468 of the Railway Act authorizes annual payments to Canadian Pacific Railway Company and Canadian National Railways for the cost of maintaining certain trackage in the Lake Superior District, such payments being subject to a maximum amount of $7,000,000. The Act requires that the amount of the Subsidy paid be applied to a reduction in the relative level of rates applying on freight traffic across the "bridge" as may be directed by the Board.

The formula devised by the Board for the reductions in freight rates was that part of the reduction be a percentage of the rate and part be a fixed sum per hundredweight. As a result of changes in the volume and composition of traffic passing over the subsidized trackage, and changes in the length of haul, adjustments are made in the formula from time to time. General Order No. T-11 contains the regulations of the Board governing this statutory reduction in freight rates.

The following shows the formula applied since the inception of the "Bridge Subsidy" in 1952:

Effective date	Percent of reduction in basic rate	Reduction in cents per 100 lbs.
May 1, 1952	2.53	5.8
May 1, 1953	3.50	9.5
November 1, 1955	3.50	16.5
March 1, 1956	3.50	9.5
March 1, 1957	3.50	7.5
March 1, 1959	3.50	10.5
December 1, 1959	4.72	15.0
March 1, 1964	3.50	9.5

Freight Rates Reduction Act and Related Legislation

The Freight Rates Reduction Act, which was passed in July, 1959, provided for payment of a subsidy not to exceed $20 million for a 12-month period and required the Board to order a corresponding reduction in certain freight rates. Pursuant thereto, the general increase of 17% which had been authorized by Board Order No. 96300, November 17, 1958, was reducted to 10%, and later to 8%. Amendments to the Act provided for a similar subsidy in 1960 and 1961. The Act expired on April 30, 1962, and since that time the transportation companies concerned have voluntarily maintained the reduced freight rates, and Parliament has voted the funds to reimburse these companies for resulting diminution in their freight revenues.

In addition to this so-called $20 Million Subsidy, Parliament authorized additional payments to these same companies in the amount of $50 million for the calendar years 1961 and 1962. Vote 213a of the Supplementary Estimates (A) 1963-64 combined a further $50 million vote with a further $20 million vote to provide $70 million for continuation of payments to companies subject to Board Order No. 96300 for maintenance of the reduced freight rates. A similar $70 million provision was made in Vote 84c of the Supplementary Estimates (C) 1964-65, i.e. $50 million in respect of the calendar year 1964 and $20 million in respect of the fiscal year April 1, 1964 to March 31, 1965. In December 1965, $59 million was provided under Special Warrants for payments in respect of the two subsidies in 1965.

The payments in respect of these two subsidies since July 1959 have totalled $362.4 millions up to December 31, 1965. Canadian National and Canadian Pacific Railways have received about 96.7 per cent of the total payments under these subsidies, the balance of 3.3 per cent having been made to 12 other smaller companies subject to Board Order No. 96300.

INSPECTIONS, INVESTIGATIONS, EXAMINATIONS AND CHANGES IN REGULATIONS

As indicated in the opening section of this report, the Board, in addition to its administrative headquarters organization in Ottawa, maintains eight District Offices in St. John's, Nfld., Moncton, N.B., Montreal, P.Q., Toronto, Ont., Winnipeg, Man., Saskatoon, Sask., Calgary, Alta. and Vancouver, B.C. The principal activities of this field organization are summarized as follows:

Accident Investigations

Particulars with respect to the nature and volume of accidents which were reported to the Board during the year 1965 are tabulated in Appendix "C", Statement 1 to 6 inclusive.

As already indicated in this report, motor vehicle registrations in Canada have continued to increase in 1965 and at December 31, 1965, numbered approximately 6,697,000. Accidents resulting in death or injury on highways in Canada have also increased by approximately 9.5% in 1965 as compared with 1964.

The number of accidents resulting in death or injury at highway-railway crossings increased slightly in 1965 as compared with 1964. However, it was less than in some other recent years, and, as a percentage of the total accidents, there has been a decrease which is consistent with the trend over the past ten years, as shown in the table below.

The number of crossings which have been protected by installation of automatic protection or other safety devices has increased rapidly over the past ten years. This improvement can be attributed in large measure to the increased financial assistance made possible to the provincial and municipal highway authorities through The Railway Grade Crossing Fund.

Year	No. of Accidents which Resulted in Death or Injury at Highway-Railway Crossings in Canada	Percentage to Total Accidents	Total No. of Accidents Resulting in Death or Injury on Highways in Canada
1955	510	1.01	50,500 Approx.
1958	516	0.90	57,249
1959	546	0.91	59,965
1960	473	0.74	63,798
1961	444	0.63	70,543
1962	428	0.55	78,275
1963	476	0.54	87,860
1964	433	0.45	96,554
1965	452	0.42	106,000 Approx.

In its efforts to promote safety in railway operations and to ensure that public crossings are adequately protected, the Board requires that all public crossing accidents attended by personal injury be thoroughly investigated by a Board's Inspector. The Railway Act places an obligation on the railway company concerned to limit the speed of all trains to 25 miles an hour over any public crossing at which such an accident has occurred. This speed limitation remains in effect until such time as an officer of the Board inspects the crossing and the Board removes the limitation. In instances where improved protection is considered necessary, action is taken by the Board to implement recommendations to that effect.

The Board also requires its Inspectors to review all train accidents, including collisions, derailments, etc., as well as other types of accidents, with a view to promoting greater safety. Also, in dealing with matters relating to the safety aspects of railway operations, the Board's technical officers periodically meet with representatives of the railways subject to its jurisdiction and the Legislative

Representatives of the Railway Transportation Brotherhoods. This procedure has the effect of resolving issues which might otherwise require formal action on the part of the Board.

Operational Inspections

Particulars relating to the inspection of railway equipment by the Board's officers are tabulated in Appendix "C" statements 7 to 10. It will be noted that during the year 1965 there were 7,697 locomotive inspections and 76,068 units of car equipment were inspected. Defects found as a result of these inspections were reported to the appropriate local railway officers for prompt correction.

The trend to introduce new types of rolling stock continues, and is resulting in substantial changes in the design of railway equipment. The Board has placed no specific restrictions on the general structure or design of such equipment, provided that standard clearances are complied with and the cars are equipped with a suitable complement of safety appliances. Certain unusual designs of some of the newest types of equipment have made it necessary for the Board to modify its regulations to meet this trend.

A total of 426 bulk storage facilities for dangerous commodities were inspected during the year for compliance with the Board's regulations.

Frequent observations were made of train brake testing procedures in effect at the larger terminals and yards. The Board's mechanical officers were also requested to make numerous inspections of new equipment prior to it being introduced in Railway service.

Changes in the design of railway equipment are making it necessary to review the present safety appliance regulations. This is a matter which is of direct concern to the Board as well as labour organizations and railway management, in order to ensure that such equipment is provided with a safe and suitable complement of safety appliances.

Engineering Inspections and Investigations

Applications and complaints received and the development of programs by the Board dealing with matters of an engineering nature require investigation by the engineering branch. During the past year the Board's engineers travelled in excess of 390,000 miles to conduct inspections, including examination of 573 accounts for payment of grants authorized by the Board in its administration of The Railway Grade Crossing Fund.

Investigations were conducted into 74 train derailments caused by track or other structural conditions. Inspections were also made of several subdivisions of the railways to ensure that trackage, signals and other structures are properly maintained for the safe operation of trains.

Members of the Board's engineering staff, through their active participation as members of committees of various associations, kept the Board informed of the many technological advancements of methods and materials available for the improvement of safety in railway operation.

Examination of Financial Records

During the past year the Board's Examiners reviewed the accounting records pertaining to rail operations of the Canadian National Railways and Canadian

Pacific Railway Company, in the head offices in Montreal and at the various Regional Offices maintained by the companies throughout Canada.

The records examined related to investment in rail property, the incorporation of the regional disbursements into the system records and the accounting for rail revenues. The accounting records for revenues and expenses of the railways' telecommunication operations also were examined at the respective head offices and the district accounting centres.

The accounting records of The Bell Telephone Company and of the British Columbia Telephone Company were examined at their offices in Montreal, Toronto and Vancouver.

General exploratory meetings were held between costing staff of the Board and the railway companies to consider procedures for subsidy applications by the railways under proposed legislation.

Regulations Governing Baggage Car Tariffs

Upon the request of the Department of National Health and Welfare the railways requirements as to transportation of corpses in Baggage Service are under review with the railways. The subject involves (1) the conditions of acceptance for transportation and (2) the transportation charges. Subject (1) involves the regulations of provincial authorities which are to be observed by the railways. Subject (2) involves the present requirements that an escort accompany a corpse transported in baggage service and the substitution of an adjusted rate without requiring an escort.

Telephone Exchange Rate Grouping

Charges for telephone exchange service are graduated according to the total number of telephones interconnected within the calling area of each exchange.

The grouping of local telephone exchange service for rate making purposes is designated to recognize the varying value of service as between exchanges of different size, and the factor of increased expenses associated with increases in the size of exchange areas. Growth of telephone service within a particular area not only increases the range of calling available to customers, but also increases the cost of furnishing service as a result of the necessity of interconnecting all customers within the exchange area.

As the size of an exchange changes the Board directs it to be regrouped, either up to a higher group, or down to a lower one, as the case may be, in order to avoid any condition of unjust discrimination as between exchanges of comparable size. During the year 26 exchanges of The Bell Telephone Company; 4 exchanges of British Columbia Telephone Company; 2 exchanges of Bonaventure and Gaspé Telephone Company and 3 exchanges of the Canadian National Telecommunications — one in British Columbia and two in Newfoundland, were assigned to higher groups and one exchange of The Bell Telephone Company of Canada was assigned to a lower group under direction of the Board.

Extended Area Telephone Service

Extended area telephone service is an extension of flat rate calling privileges from one exchange to another, to eliminate long distance charges between com-

munities sharing a community of interests. This service is provided by the telephone companies according to the needs of the subscribers and the subscribers' willingness to pay the appropriate rates. The decision to implement such service rests with the telephone companies, following the canvassing of telephone subscribers to ascertain if extended area service would be desired. During the year there were 100 expansions of extended area service by The Bell Telephone Company; 4 expansions by British Columbia Telephone Company, and 2 expansions by the Bonaventure and Gaspé Telephone Company.

Telegraph Service and Charges

During the year Canadian National Railways and Canadian Pacific Railway Company were authorized to pool and divide the earnings of joint telegraph offices at Sydney, N.S., Trois Rivières, Que., and Pembroke, Ont.

The Canadian Pacific and Canadian National Railways filed applications with the Board for increases in domestic telegraph rates, of (a) a straight 10 cents on each domestic message, and (b) 20% in money-transfer charges. The Board approved these increases which became effective September 1, 1965.

International Bridge Companies

The Board's Director of Traffic and its General Counsel are members of the Interdepartmental Committee on International Bridge legislation and have attended meetings of this Committee during the year in respect of the introduction of new legislation concerning various bridge projects.

The Blue Water Bridge Authority was established pursuant to an Act passed by the Parliament of Canada in 1964. The Authority published and filed its initial tariff of tolls in that year. Complaints in respect of this tariff were filed with the Board and the Board held a hearing in the matter early in the year. Following consideration of the requirements of the Bridge Authority Act and after studying the financial aspects of the bridge operation and the evidence placed before it by all parties, the Board was of the opinion that the tolls set out in the initial tariff are at a just and reasonable level.

The toll rate structure of the international bridge between International Falls, Minn., and Fort Frances, Ont., is under study by an international Bridge Committee concerning the building of a new bridge at this location. A review of the tolls on the Peace River Bridge was undertaken by the bridge officials early in the year. No adjustment has as yet been reflectd in the Bridge Company's tariff of tolls.

ANNUAL REPORTS OF COMPANIES UNDER THE BOARD'S JURISDICTION

Operating results for companies under the Board's jurisdiction are shown in Tables 5 to 9 of Appendix "A". For both Class I railways, and telephone companies, an accumulation of the first nine months' data for 1965, which was available when this report was assembled, has been compared with data for the first nine months of 1964. For Class II railways, the data for the first six months 1965 has been compared with the corresponding 1964 period. Mackenzie Waterways Companies and International Bridges and Tunnel Companies report annually, the last available year being 1964.

Railway Companies

Class I Railways — Combined rail operations for the Canadian National and Canadian Pacific Railways are shown in Table 5 of Appendix "A". For the first nine months of 1965 the rail operating revenues of Class I Railways showed an increase of 2.2 per cent over the same period of 1964. The nine months' rail operating revenue figures are affected by the varying dates of subsidy payments or accruals. The rail operating expenses of Class I Railways increased by 3.5 per cent. The revenue freight ton-miles for the nine months of 1965 decreased 2.5 per cent over those for 1964. Operating income after taxes for the nine months of 1965 decreased by more than $11 million over the corresponding period of 1964. Revenue passenger miles during the nine months of 1965 were 5.5 per cent higher than in 1964.

Class II Railways — Combined operations of sixteen Class II railways are reported in Table 6 of Appendix "A". For six months of 1965, as compared to the same period in 1964, rail operating revenues increased by 3.0 per cent, rail operating expenses increased by 3.6 per cent, and operating income after taxes decreased by 1.5 per cent. Revenue ton-miles were 7.9 per cent higher for the first six months of 1965 but revenue passenger miles were lower by 6.4 per cent.

No data has been included in Table 6 for the Wabush Lake Railway and the Arnaud Railway Companies which commenced full operations April 1, 1965. Wabush Lake Railway Company is engaged primarily in the movement of iron ore from the Wabush-Carol Lake area to its connection with the Quebec North Shore and Labrador Railway at Ross Bay Junction. Arnaud Railway Company carries the same ore from its connection with the Quebec North Shore and Labrador Railway, some eight miles north of Sept Iles, to the shipping terminal at Pointe Noire on the St. Lawrence River.

Telephone Companies

Table 7 shows the combined operational data for The Bell Telephone Company and the British Columbia Telephone Company. Continued expansion produced increases in total operating revenues of $45.8 millions or 10.0 per cent, and in total operating expenses of $35.0 millions or 9.5 per cent for the nine months of 1965 as compared to 1964. For the same period, retained earnings were up by $5.8 millions and the number of telephones in use rose by three hundred thousand. Total invested capital at the end of September 1965 stood at $2,237 millions, which was $144 million more than at September 30, 1964.

Mackenzie Waterways Companies

Table 8 shows the combined operating results for companies operating in the Mackenzie Waterways. Traffic carried by these companies increased over 9,094 tons or 5.38 per cent in 1964. Operating revenues were up 10.10 per cent, and expenses down by 7.55 per cent, as compared to 1963.

International Bridge and Tunnel Companies

Table 9 includes the combined annual operating results for 12 International Bridge and Tunnel Companies. International motor traffic crossing the border by bridge or tunnel continued to increase in 1964. Vehicles handled increased by 7.28 per cent and passengers by 7.62 per cent. Total operating revenues showed an increase of 9.54 per cent, and operating income after taxes increased by $456,512.

The Blue Water Bridge linking Sarnia and Port Huron, Michigan, which is operated by the Michigan State Bridge Commission, retired its funded debt early in 1962 and in accordance with the agreement between the Province of Ontario and State of Michigan discontinued tolls in March of 1962. The Province of Ontario did not assume responsibility for the bridge, and funds were not available for the maintenance of the Canadian section. In March 1964, by an Act of Parliament, the Blue Water Bridge Authority was created and tolls were re-established in September of 1964. As separate data were not available for that portion of 1962 during which tolls were charged, and for that portion of 1964 for which tolls were charged, no statistics for this facility are included in the 1962 to 1964 figures quoted in Table 9.

DISCONTINUANCE OF RAILWAY SERVICES AND ABANDONMENT OF LINES

Station Services

There were 264 applications filed by railway companies during the past year for the removal of agents, replacement of agents with caretakers and removal of caretakers. Where opposition with respect to the application is filed an officer of the Board in each case reviews the matter with the local Municipal officers and interested parties and develops such information as the Board considers necessary.

Where it was considered justified, authority was granted for a change in the type of station facility or the removal of station buildings.

Branch Line Abandonments

During the year 1965 a total of 14 applications were filed with the Board requesting permission to abandon railway branch lines. A joint investigation on the ground by the Board's field inspection officers was conducted in connection with those applications upon which action was taken, and joint reports and recommendations were submitted to the Board. In instances where objections are raised, formal hearings are usually held in the area affected before disposing of the application.

Train Services

The current practice of the railway companies of introducing extensive adjustments in their passenger train services continued throughout the year. Where public opposition to such changes developed, the Board found it necessary to intervene. In certain cases the railway companies were ordered to continue to operate such services pending review of the complaints. Public hearings were held in some instances.

RAILWAY CONSTRUCTION AND OTHER WORKS, 1965

Grade Separations, Construction and Other Works at Highway-Railway Crossings

During the year the Board issued Orders approving the construction of 81 new grade separations. Of this total, 23 were constructed to eliminate an existing level crossing and the Board authorized contributions from The Railway Grade Crossing Fund. The apportionment of cost of construction of one grade separation was reserved for further consideration of the Board. Authority was granted for the reconstruction and improvement of 28 grade separations and all but eight of these qualified for contribution from the Fund. It was necessary to remove or relocate the facilities of 70 public utility companies to permit the construction or reconstruction of several of the aforementioned grade separations, and financial

assistance from the Fund was granted by the Board in 62 of these cases. In eight other cases the allocation of costs was reserved for further consideration and Order of the Board. The Board authorized the construction of four highway or railway diversions in order to eliminate existing level crossings and contributions were also made from the Fund towards their cost. Construction of six pedestrian grade separations was also authorized. All of the abovementioned projects are listed in Tables 3, 4 and 8 of Appendix "B", and a summary by provinces is shown in Table 9 of Appendix "B".

The installation of automatic protection was ordered at 299 level crossings; and at 85 other locations the Board approved modernization of and improvements to the existing protection. For details concerning this work see Tables 5 and 6 of Appendix "B". A provincial summary of the protective installations ordered by the Board is given in Table 10. Contributions were also authorized from The Railway Grade Crossing Fund towards the cost of making improvements at 50 level crossings. Table 7 of Appendix "B" lists the various locations, types of improvements made, and the amount of grant from the Fund.

During 1965, the Board authorized the construction of 224 new highway-railway crossings and approved the closing of 92 old crossings.

In the continuing program of installing two reflectorized crossing signs at railway-highway crossings, financial assistance was granted from The Railway Grade Crossing Fund at a further 2,699 crossings. This brings the total of all crossings so equipped since this program was initiated in 1958 to 16,119, or about one half of all public crossings in Canada.

Railway Signal Installations and Other Miscellaneous Works

The Board authorized installation of, or changes to, 13 railway interlocking plants during the year, and approximately 529 miles of Centralized Traffic Control signals and Block signals were installed.

The Board also approved approximately 627 other miscellaneous works relating to railway construction and maintenance. These works are referred to in Table 11 of Appendix "B".

Construction of New Lines and Terminals

Progress continues in the construction of the Great Slave Lake Railway — a line of railway commencing at mile 60.2 Peace River Subdivision of the Northern Alberta Railways and extending northward to Hay River on Great Slave Lake, a distance of approximately 377 miles. A branch line is being constructed commencing at a junction near Hay River, N.W.T., and extending easterly approximately 55 miles to Pine Point Mines. The work of constructing this railway is generally complete with track ballasting under way and some building construction remaining to be completed.

The construction of the new Toronto Yard and access line of the Canadian National Railways was completed and placed in operation during the year. Canadian National Railways also completed the track work required in the construction of a new Yard at Saskatoon to replace the existing City and Nutana Yards.

During the year Canadian National Railways also began the construction of a line of railway from a point near mile 3.2 of the Froomfield Spur north of Sarnia for a distance of 12 miles in a southerly direction, to serve the property of Canadian Industries Limited in Sombra Township.

The construction of new passenger terminal facilities in Ottawa was started in 1965 and it is expected that they will be completed and placed in operation some time late in 1966.

Work of depressing the track of the Canadian Pacific Railway Company's Prescott Subdivision through the western portion of the City of Ottawa was commenced early this year. This work will also involve the construction of a number of overpasses of the railway line to carry city streets.

The relocation of approximately 13 miles of the Outlook Subdivision of the Canadian Pacific Railway Company between Bridgeford and Elbow in Saskatchewan has been commenced to permit the construction of the South Saskatchewan Reservoir by the Prairie Farm Rehabilitation Association.

Canadian Pacific Railway Company has also constructed a track approximately 5.7 miles in length to serve a potash plant west of Saskatoon and a spur track approximately 2.7 miles in length at Wimborne, Alberta, to serve a sulphur plant.

ISSUANCE OF LICENSES AND PERMITS

As already reported in an earlier section, 38 Special Permits, approving new types of packaging for trial use and authorizing various packaging innovations not covered by the Board's regulations for the transportation of dangerous commodities by rail, were issued in 1965.

Water Carrier Licensing

The Transport Act authorizes the Board to license ships operating in the Great Lakes area and Mackenzie River area. The Act provides that the Board be satisfied that public convenience and necessity require the operation of the ships in the transport of passengers and goods in the areas mentioned before issuing the licenses.

The following tables summarize details of licenses issued for the years 1961 to 1965 inclusive:

Great Lakes and St. Lawrence River Area

Year	Number of		Total Licensed Gross Tonnage
	Carriers	Vessels	
1961	6	59	230,990
1962	6	45	218,109
1963	5	40	197,073
1964	5	38	192,825
1965	5	34	177,581

Mackenzie River System

Year	Number of			Total Licensed Gross Tonnage	
	Carriers	Tugs	Barges	Tugs	Barges
1961	5	31	122	3,399	30,891
1962	5	32	115	3,789	30,541
1963	6	34	118	3,693	30,762
1964	6	34	122	3,805	32,494
1965	5	28	117	3,602	31,540

PREVENTION AND CONTROL OF FIRES ON RAILWAYS

During the 1965 fire season, approximately 16,192 miles of railway right of way subject to the jurisdiction of the Board traversed areas in Canada classified as forested and on which some type of fire patrol was prescribed under the provisions of the Board's General Order 0-28.

Within this forested mileage, 281 fires occurred, which were said to have been caused by railway operations. These fires burned over 4,100 acres of land, with damage estimated at $68,815. Detailed statistics are reported in Statement No. 11 of Appendix "C".

In addition, 68 other fires charged to causes other than railway or for which the cause is unknown, burned over 810 acres with damage estimated at $4,835.

Railway Fire Patrols

Fire patrol requirements under the terms of paragraph 13 of General Order 0-28 were forwarded to all railways concerned.

Forested mileage along the various railways upon which protection is prescribed is as follows:

	Mileage
Special Power Speed Patrols	2120.7
Special Section Patrols or mileage on which these may be requested	5588.2
Mileage in forested territory on which no special patrol required—detection, reporting and extinguishing of fires being part of the regular duties of section forces or other employees	8483.8
TOTAL	16192.7

TARIFFS OF TOLLS

The statutes require that tariffs of tolls be filed with the Board and in respect of certain tariffs its approval is required. These tariff publications, ranging in size from a single sheet to a large book, contain the rates, fares, charges and regulations for the services offered by the transportation, communication and international bridge companies under the Board's jurisdiction. For this purpose regulations governing the construction, filing and posting of these various tariffs have been prescribed by the Board.

During the year, the following tariffs containing many thousands of rates, fares, charges and regulations of these companies were filed in the tariff records of the Board:

Railways	
Freight Tariffs	39,513
Agreed Charges	1,602
Passenger Tariffs	953
Express Companies	1,193
Water Carriers	
Freight Tariffs	179
Passenger Tariffs	7
Communication Companies	
Telephone Tariffs	1,061
Telegraph Tariffs	231
International Bridges	—
TOTAL ALL TARIFFS	44,739

Ancillary tariff documents totalling 221 were also filed, viz., 70 powers of attorney, 39 concurrences and 112 revocations. Applications for authority to depart from

the provisions of the tariff regulations totalled 97, of which 10 were denied. The Board rejected 253 tariffs for failure to comply with the tariff regulations.

Railway Passenger Fares

Effective May 1, 1965, Canadian National Railways introduced a new special passenger tariff containing new revised red, white and blue passenger fares and charges for accommodation between all stations in Canada. The new tariff combines in one publication the various red, white and blue tariffs which have been issued and filed with the Board from time to time since the Canadian National Railways' initial experiment, which commenced on May 1, 1962. In the new tariff a universal pricing scale was designed, which is used to determine the charges for all journeys over Canadian National lines regardless of location or distance. For the foreseeable future the red, white and blue fare concept becomes a permanent pricing technique and the fares and charges authorized in the tariff are no longer considered as experimental.

The Board conducted an enquiry and hearing in the matter of increased commutation fares of Canadian National Railways in the Montreal area. The Board was of the opinion, following the public hearings that there was not sufficient grounds to justify refusing to allow the increased fares to go into effect. Accordingly the new fares were permitted to go into effect on October 1, 1965

Agreed Charges

Agreed charge agreements may be termed broadly as competitive rates with a traffic volume guarantee. The shipper agrees to forward a guaranteed amount of traffic via the railway in exchange for a satisfactory rate. These agreements are contracts between the shipper and the railway. There were in effect at the end of the year 1,610 separate agreed charge agreements involving some 2,595 different shippers.

The following shows the number of new agreed charge agreements, and amendments to agreements filed during the past five years:

	1961	1962	1963	1964	1965
New Agreements	254	210	210	200	196
Amendments to agreements	1,010	1,038	1,055	1,397	1,406
	1,264	1,248	1,265	1,597	1,602

Tariff and Rate Applications Pending

The Glidden Company Limited, Toronto, Ontario, filed an application with the Board seeking an interpretation of the use of rates in Agreed Charges in combination with other legal rates and tolls as provided under the Railway Act to arrive at an aggregate rate. The Application has reference to the movement of paint from West Toronto, Ontario, to Edmonton, Alberta. The pertinent tariff provisions are now under review and issuance of formal ruling is pending.

The Conaway Traffic Company on behalf of Robb Engineering Works filed an application seeking an interpretation of the use of rates in agreed charges and rates in open freight tariffs to arrive at a combination through freight rate. The application has reference to the movement of steel angles, channels, etc. from Sault Ste. Marie, Ontario to Amherst, Nova Scotia. The pertinent tariff provisions are now under review and issuance of formal ruling is pending.

The Canadian Car Demurrage Bureau filed new tariffs increasing the car demurrage charges effective October 1, 1965. Representations were made to the Board for suspension of the increased charges pending an opportunity by the trade to review more fully the application of the new demurrage charges. The Board gave consideration to the submissions filed in this matter and issued an Order suspending the increased charges until further Order of the Board. The Board advised the Canadian Car Demurrage Bureau that it was prepared to set the matter down for hearing in the event that satisfactory agreement could not be reached following negotiations between the shipping public and the railways. Subsequently the Board was informed by the Demurrage Bureau that a satisfactory agreement had not been reached with representatives of the shipping public and a public hearing was requested, which, at the time of the preparation of this report had been arranged to be held in Ottawa on January 11, 1966.

The Alberta Phoenix Tube and Pipe Limited filed an application requesting the Board to fix freight rates under the Transport Act for their account on skelp from Eastern Canada to Watson Island, B.C. and on pipe from Watson Island to the British Columbia coast. At the end of the year, the matter was under review by the Board with the railway companies concerned.

The Algoma Central Railway (former Algoma Central and Hudson Bay Company) sought authority to increase its maximum passenger fare from 4.5 cents to 5 cents per mile. This matter was also under review by the Board at the end of the year and decisions was pending.

SUMMARY OF SELECTED DECISIONS OF THE BOARD

In the matter of Train Speed in the City of Ottawa. 55 J.O.R.&R. 273,441

The City of Ottawa applied to the Board for an Order imposing a speed limit of 35 m.p.h. on Canadian Pacific's Carleton Place Subdivision between the west City limit and the Ottawa West Station.

In view of the expected short life of the line, certain special circumstances and the Board's findings that the speed limitation would not harm the operation of the line, the Board ordered a 35 m.p.h. speed limit over unprotected level crossings between mileages 0.00 and 3.80 of the Subdivision. Order 117906 dated June 30, 1965 was issued accordingly.

Investigation into the New York Central Railroad Company in respect of the Canada Southern Railway arising from a Brief by Mr. G. A. McNabb, Q.C. 55 J.O.R.&R. 135

This brief was submitted to the Minister of Transport, who referred it to Board, pursuant to Section 36 of the Railway Act, with the request that the Board inquire into, hear and determine the matter set forth in the brief. The brief claimed that the Canada Southern Railway was being abandoned piecemeal by New York Central, that the Company was diverting traffic to the United States Route, and that there was insufficient maintenance, inadequate safety measures, undue reductions in rolling stock, trackage and staff, and that the Company was in breach of certain statutory and contractual provisions and covenants.

In 1878 the Canada Southern Arrangement Act confirmed a mortgage scheme of the Canada Southern Railway and provided by Section 5 thereof that "the principal departmental and other offices and the workshops of the said Company

shall be and continue to be in Canada". The Canada Southern Railway was leased to Michigan Central Railroad for 21 years in 1882 and was re-leased in 1903 to the same company for 999 years. In 1930 Michigan Central sub-leased the railway to New York Central for 99 years. A question before the Board was whether the obligations in Section 5 and other covenants in the leases passed to Michigan Central and then on to New York Central, and whether they are presently binding on New York Central. The Board held that Michigan Central, by the covenants of the leases, had assumed the obligation embodied in Section 5, and that New York Central under its sub-lease had equally assumed the said obligation.

The Board held that Section 5 is to be applied to present day circumstances so that effect may be given to it in accordance with its spirit, true intent and meaning in conformity with the provisions of the Interpretation Act, and that the obligation under Section 5 is to be performed consistently with good operation of the line, adequate transportation services and the financial well-being of the Company. The Board also found that certain changes in the operation of the Company which did not require the prior approval of the Board were warranted for the better operation and prosperity of the line, and that it was impossible and impracticable to now restore all things to what they formerly were. It directed, however, that no transfer of principal offices or workshops of the Canada Southern line to the New York Central system should be made in future without it being very clear that the operation of the Canada Southern line would be benefited. The Company was directed by the Board to study and review the current situation with a view to determining what restoration, if any, of offices and officers and workshops to the Canada Southern line would be expedient, feasible and in the best interests of the line.

The Board found that there was no reason to think that the Company intended to abandon operation of the line or of any substantial part of it. It directed the Company to take appropriate measures to make a proper train inspection at St. Thomas. It found that the Company was meeting the car supply requirements of its customers, and that the present track and right of way are adequate and safe for present traffic, but that the present standard should not be permitted to decline.

The Board observed that in the Company's further operation of the line there should be no unwarranted diversion of traffic to the United States Southern route. It also required the Company to review and report to the Board on the current situation in its organizational set-up as to whether it is practical to provide for senior company positions in Canada.

In the matter of Canadian National Railways' Master Agency Plan in the Edmonton Area. 55 J.O.R.&R. 235

The C.N.R. application embraced a group of lines radiating approximately 100 miles from Edmonton. The Master Agency concept was that agents would eventually be removed from 47 stations in the area and the Master Agency would be established in Edmonton. As a first step, the Railway applied for the removal of 21 specified agencies and the Board held that the Master Agency Plan, as it affects these 21 agencies, represents a distinct step forward and a benefit to the shippers, and the application was granted. Order 117420 dated May 6, 1965 was issued accordingly. Subsequently, Order 117962 dated July 13, 1965 (55 J.O.R.&R. 360) authorized the removal of 12 further agencies; Order 118141 dated August

3, 1965 (55 J.O.R.&R. 400) authorized the removal of the agent at Kitscoty, another one of the agencies concerned in the Edmonton Master Agency Plan; subsequently Order 118183 dated August 11, 1965 (55 J.O.R.&R. 410) authorized the removal of 11 more agents in the Edmonton Master Agency area and Order 118847 dated November 2, 1965 (unreported) authorized the removal of the agent at Heinsburg; and with the issuance of Order 119266 Dated December 9, 1965, the agent at Innisfree, the last of the 47 agents affected by the Edmonton Master Agency Plan, was authorized to be removed.

In the matter of the application of Canadian National Railways for approval of standard passenger tariff under Sections 338 and 339 of the Railway Act. 55 J.O.R.&R. 461

By Order 118499 dated September 22, 1965, the Board approved C.N.R. Tariff C.T.C. 161 in lieu of the Standard passenger tariffs approved by Order 101623 dated June 29, 1960. The new tariff imposed a standard passenger fare of 5¢ per mile, subject to a minimum one-way standard fare of 25¢ except between certain named locations in the Province of Quebec and the City of Montreal, where the minimum one-way standard fare will be 30¢. The Order required that the tariff be published in the Canada Gazette and that upon publication in the Gazette the tariff shall come into force and effect.

Re increased commutation fares in C.N.R. special Passenger Tariffs C.T.C. 162 and 163. 55 J.O.R.&R. 455

These tariffs were filed with the Board to become effective on July 1, 1965, but due to certain registered objections the Board postponed the effective date until a hearing could be held. The matter was heard on 20th and 21st September, 1965 and judgment was given from the Bench. By Order No. 118498 dated September 22, 1965 the Board authorized the Railway, subject to the provisions of Section 339, to file amendments to its special Passenger Tariffs C.T.C. 162 and 163 to bring the increased commutation fares published in the said tariffs into effect no earlier than October 1, 1965.

Re switching charges on in-transit barley and malt between the Inter-change at Paddington, Manitoba, and the Dominion Malting Company Limited, plant at Transcona, Manitoba. 55 J.O.R.&R. 61

The Dominion Malting Company applied to the Board for a ruling as to the applicable switching charge of the Canadian National Railways on barley and malt moved between the Malting Company's plant at Transcona and the interchange with the Canadian Pacific Railway at Paddington, Manitoba, a distance in excess of that fixed by the Board for interswitching service. The Board held that the interswitching charges fixed for distances not exceeding four miles were inapplicable to the applicant's traffic.

Limitation of the liability of Canadian Pacific Railway Company and Canadian National Railways respecting the carriage of Highway Semi-Trailers. 55 J.O.R.&R. 407

The Board issued Order No. 118155 dated August 6, 1965 limiting the liability of the C.P.R. and the C.N.R. and approving special terms and conditions respecting carriage by railway of highway semi-trailers, loaded or empty, owned and operated other than by common carriers, designated as Plan III service. The details of the limitation of this liability were outlined in an Appendix attached to the Order and incorporated therein and were approved pursuant to the provisions of Section 353 of the Railway Act.

An application of C.N.R. for authority to abandon part of its Alvinston Subdivision in the Province of Ontario. 55 J.O.R.&R. 161

The C.N.R. applied for authority to abandon 10.46 miles of its Alvinston Subdivision from Glencoe to Alvinston. After a two-day hearing the Board issued a judgment, which, after reviewing the evidence and arguments advanced by the Company and by those opposed to the application, restated the principle upon which all abandonment applications are decided, namely: does the loss and inconvenience to the public consequent upon abandonment outweigh the burden that continued operation of the line would impose upon the Railway? The Board held that there would be a financial improvement to the Company, if abandonment was authorized, of $11,475.00, and that the loss and inconvenience to the public consequent upon abandonment was not sufficient to warrant the continued operation of the line. Abandonment was authorized to take place any time after June 30, 1965 upon 30 days' prior notice filed with the Board, and Order 117281 dated April 15, 1965 was issued accordingly.

In the matter of an application of C.P.R. for an Order on behalf of Lake Erie and Northern Railway Company to operate over a portion of the Toronto, Hamilton and Buffalo Railway Company and to cross over the track of the New York Central Railroad Company. 55 J.O.R.&R. 528

The C.P.R. has leased the railway of the L.E.N.R. from October 8, 1914 for 999 years and is also the majority stockholder in the L.E.N.R.. The C.P.R. and the L.E.N.R. proposed to enter into a joint agreement with the T.H.&B. and the N.Y.C. for the purpose of operating over certain specified lines of the T.H.&B. and for crossing over the tracks of the N.Y.C. at Waterford, Ontario. The L.E.N.R. and the C.P.R. have entered into a Memorandum of Understanding dated January 6, 1965 pertaining to the operation by those companies over the T.H.&B. track between Brantford and Waterford, and over the N.Y.C. track at Waterford. By Order 118783 dated October 27, 1965 the Board authorized the proposed operation and crossover pending the finalization of the binding agreement referred to in the said Memorandum of Understanding. This authority is to be in force for a one year period from the date of the Order or until the agreement is sanctioned as provided by Section 156 of the Railway Act, whichever date is earlier, or unless the Board extends this authority by a further Order.

The applications of Canadian National Railway Company for authority to abandon part of its Maynooth Subdivision, the Coe Hill Spur and the Bessemer Spur emanating from the said Subdivision in the Province of Ontario. 55 J.O.R.&R. 353

These three matters were heard consecutively since they all pertained to the operation of part of the Maynooth Subdivision, and two of its adjoining spurs. The original application was for the abandonment of the last 27.37 miles of the Subdivision from Bird's Creek to Wallace, but at the hearing, the Railway reduced its claim to the last 7.73 miles of the Subdivision from lake St. Peter to Wallace. The opposition to the proposed reduced abandonment was thereupon dropped and Order 117963 dated July 13, 1965 issued authorizing the abandonment of 7.73 miles of the Maynooth Subdivision.

Opposition to the application for abandonment of the Bessemer Spur was also dropped and Order No. 117964 dated July 13, 1965 was issued authorizing its abandonment. In an oral judgment from the Bench it was noted that the Railway Company had agreed to reduce the length of mileage sought for abandonment on the understanding that if business did not improve on the portion

between Lake St. Peter and Bird's Creek it would renew its application for authority to abandon the said portion, and also that if the Railway Company decided to replace the agent at Maynooth with a caretaker the application of that Order would not be opposed.

In a judgment dated October 22, 1965, (55 J.O.R.&R. 511) the Board authorized abandonment of the Coe Hill Spur from Ormsby, mile 0.00 to Coe Hill, mile 7.20, the abandonment not to take place before December 1st, 1965 and upon thirty days' prior notice, Order No. 118759 dated October 22, 1965 was issued to that effect.

In the matter of the tolls charged by the Blue Water Bridge Authority as set out in its Tariff C.T.C. No. 1, effective September 16, 1964. 55 J.O.R.&R. 111

The Blue Water Bridge Authority Act provides the Authority with power to fix and charge tolls for the use of the Bridge. Under Section 42 of the Railway Act the Board has jurisdiction over the tolls of International bridges. A complaint was lodged that certain items in the tariff of the said Authority were excessive. The Board held that after considering the requirement of the Act establishing the Authority, the evidence, and the financial aspects of the operation of the Bridge, the tolls set out in the said tariff were at a just and reasonable level.

The Canadian National Railways' Master Agency Plan in the Moncton Area of New Brunswick. 55 J.O.R.&R. 189

The Moncton Area Master Agency Plan of the Canadian National Railways was instituted to provide service to local and rural shippers at a saving to the Railway. The concept was to centralize in the one strategically located Master Agency at Moncton, the functions associated with express, L.C.L. freight and carload freight handling, waybilling and accounting as previously performed by agents at a number of small stations within a distance of 30 to 40 miles from Moncton. The Railway applied to close seven open agencies on the ground that they are not needed with the Master Agency in operation. The Board held that the Moncton Master Agency plan is a sound and workable system of handling the business of the Company and that the resultant service is one that meets substantially the requirements of its patrons and allows the Railway to successfully meet competition with a possibility of savings and increased business, and that the agencies were not required for railway purposes and were not providing any useful service. Order No. 117224 dated April 8, 1965 granting the application was issued accordingly.

In the matter of the application of British Columbia Telephone Company for an Order approving the terms and conditions of the disposition of 287,700 ordinary shares of its capital stock. 55 J.O.R.&R. 413

Pursuant to the provisions of Section 6(3) of the Special Act respecting the British Columbia Telephone Company (1951 S.C. 15 George VI, Chap. 85) the Company does not have power to make any issue, sale or other disposition of its capital stock or any part thereof, without first obtaining the approval of the Board of Transport Commissioners for Canada of the amount, terms and conditions of such issue, sale or other disposition of such capital stock. By Order 118306 dated August 24, 1965, the Board approved the issue and sale of not more than 287,700 ordinary shares of the capital stock at a price of not less than $57.00 per share, upon certain conditions specified in the said Order.

APPENDICES

APPENDIX A

TABLE 1—WAYBILL ANALYSIS
Percent of Sample Revenue

Category of Rate	1961	1962	1963	1964
	%	%	%	%
NORMAL RATED TRAFFIC:				
Class Rates	6.7	6.0	4.9	4.7
Commodity Rates	34.6	32.9	32.3	29.6
COMPETITIVE RATED TRAFFIC:				
Competitive Rates	26.3	27.3	26.3	27.3
Agreed Charges	20.1	22.9	24.7	25.2
STATUTORY GRAIN TRAFFIC	12.3	10.9	11.8	13.2
TOTAL	100.0	100.0	100.0	100.0

TABLE 2—WAYBILL ANALYSIS
Percent of Sample Ton-Miles

Category of Rate	1961	1962	1963	1964
	%	%	%	%
NORMAL RATED TRAFFIC:				
Class Rates	2.4	2.1	1.8	1.6
Commodity Rates	30.2	29.2	30.1	27.6
COMPETITIVE RATED TRAFFIC:				
Competitive Rates	15.7	17.1	15.1	15.3
Agreed Charges	13.7	16.8	18.7	18.8
STATUTORY GRAIN TRAFFIC	38.0	34.8	34.3	36.7
TOTAL	100.0	100.0	100.0	100.0

TABLE 3— WAYBILL ANALYSIS
Average Revenue per Freight Ton-Mile

Category of Rate	1961	1962	1963	1964
	¢	¢	¢	¢
NORMAL RATED TRAFFIC:				
Class Rates	4.28	4.34	3.95	4.03
Commodity Rates	1.73	1.75	1.57	1.50
COMPETITIVE RATED TRAFFIC:				
Competitive Rates	2.51	2.48	2.55	2.50
Agreed Charges	2.21	2.12	1.93	1.87
STATUTORY GRAIN TRAFFIC	0.49	0.49	0.50	0.50
TOTAL	1.51	1.55	1.46	1.40

TABLE 4—WAYBILL ANALYSIS
Average Revenue per Freight Car-Mile

Category of Rate	1961	1962	1963	1964
	$	$	$	$
NORMAL RATED TRAFFIC:				
Class Rates	.66	.78	.67	.63
Commodity Rates	.71	.71	.67	.66
COMPETITIVE RATED TRAFFIC:				
Competitive Rates	.60	.60	.67	.68
Agreed Charges	.64	.63	.68	.67
STATUTORY GRAIN TRAFFIC	.27	.27	.28	.28
TOTAL	.55	.57	.58	.57

TABLE 5–OPERATING RESULTS–CLASS I RAILWAYS(1)

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year–1958	1,132,596,476	1,106,676,187	25,920,289	58,758,436	2,320,646
Year–1959	1,175,990,301	1,132,316,340	43,673,961	58,138,822	2,291,412
Year–1960	1,112,842,832	1,081,407,545	31,435,287	56,633,523	2,122,155
Year–1961	1,140,671,137	1,105,373,600	35,297,537	58,173,518	1,837,422
Year–1962	1,147,335,662	1,112,372,932	34,962,730	58,420,920	1,896,262
Year–1963	1,188,737,390	1,140,679,787	48,057,603	65,864,322	1,954,725
Year–1964	1,280,906,249	1,218,763,926	62,142,323	74,810,062	2,562,622
1964–9 months	960,082,497	911,022,109	49,060,388	56,391,201	1,940,765
1965–9 months	982,707,252	945,122,453	37,584,799	55,003,667	2,049,497

(1) Canadian National and Canadian Pacific Railways.

TABLE 6–OPERATING RESULTS–CLASS II RAILWAYS(1)(2)

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year–1958	117,110,266	109,283,214	7,827,052	7,180,114	149,692
Year–1959	138,855,449	122,239,745	16,615,704	9,333,997	136,995
Year–1960	132,062,602	115,573,044	16,489,558	8,229,355	128,749
Year–1961	114,306,821	106,312,720	7,994,101	7,032,834	111,877
Year–1962	123,636,757	111,021,827	12,614,930	7,926,953	107,664
Year–1963	124,314,200	112,804,802	11,509,398	7,602,446	100,888
Year–1964	145,119,005	127,181,629	17,937,376	9,311,019	106,319
1964–6 months	65,531,388	58,054,135	7,477,253	3,912,760	45,046
1965–6 months	67,518,990	60,152,224	7,364,766	4,223,370	42,173

(1) Sixteen Railways, other than Class I, earning over $500.000 gross rail revenues annually.
(2) Excludes Wabush Lake Railway and Arnaud Railway Company which commenced operations April, 1965.

TABLE 7–OPERATING RESULTS–TELEPHONE COMPANIES(1)

Period	Total Operating Revenues	Total Operating Expenses	Retained Earnings	Telephones Operated
	$	$	$	No.
Year–1958	373,694,163	319,292,426	2,386,931	3,621,056
Year–1959	431,471,827	359,102,572	10,201,303	3,836,309
Year–1960	463,691,137	381,391,594	7,979,306	4,037,787
Year–1961	501,028,696	407,938,886	8,773,314	4,263,129
Year–1962	544,273,386	440,322,522	13,514,135	4,484,922
Year–1963	580,368,454	470,199,756	12,421,087	4,715,205
Year–1964	630,246,637	507,152,430	17,666,008	4,974,285
1964–9 months	465,932,258	375,742,431	11,405,249	4,897,867
1965–9 months	511,722,362	410,745,781	17,231,953	5,197,847

(1) Includes Reports of:
The Bell Telephone Company
British Columbia Telephone Company.

TABLE 8—OPERATING RESULTS—MACKENZIE WATERWAYS COMPANIES

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Freight Carried
	$	$	$	Tons
Year—1958	5,147,457	5,084,557	62,900	232,938
Year—1959	4,817,918	4,866,875	(48,957)	225,049
Year—1960	3,922,862	3,858,340	64,522	193,046
Year—1961	3,439,963	3,216,458	223,505	176,280
Year—1962	3,220,268	3,095,140	125,128	164,733
Year—1963	3,706,682	3,533,873	172,809	169,167
Year—1964 (1)	4,081,174	3,252,754	343,391	178,261

(1) Includes 1964 reports of the following companies:
Northern Transportation Company, Ltd.
Yellowknife Transportation Company, Ltd.
Streeper Brothers Marine Transport, Ltd.
E. E. Lindberg
Charles Sanders

TABLE 9—OPERATING RESULTS—INTERNATIONAL BRIDGES AND TUNNELS

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Vehicles	Pedestrians	Passengers Other Than Vehicle Drivers
	$	$	$	No.	No.	No.
Year—1958	9,210,222	6,020,016	3,190,206	17,414,083	1,000,180	29,883,908
Year—1959	9,810,162	6,052,786	3,757,376	17,629,978	847,308	28,306,119
Year—1960	10,541,154	6,348,264	4,192,890	18,611,282	886,011	28,888,419
Year—1961	10,876,709	6,712,495	4,164,214	19,091,813	748,493	28,343,436
Year—1962	10,828,865	6,623,274	4,205,591	17,725,115	692,466	25,882,242
Year—1963	12,299,761	7,286,040	5,013,721	19,224,211	698,054	26,816,976
Year—1964 (1)	13,473,223	8,002,990	5,470,233	20,624,037	702,596	28,860,706

(1) Includes 1964 reports of the following companies:
Buffalo and Fort Erie Public Bridge Authority
Seaway International Bridge Corp. Ltd.
Detroit and Canada Tunnel Corp. (October 31 annually)
Detroit International Bridge and Canadian Transit Co.
Niagara Falls Bridge Commission:
Rainbow Bridge (October 31 annually)
Whirlpool Rapids Bridge (October 31 annually)
Lewiston-Queenston Bridge (October 31 annually)
Thousand Islands Bridge Authority (February 28 annually)
International Bridge and Terminal Co., (Fort Frances)
Ogdensburg Bridge Authority
Baudette-Rainy River International Toll Bridge
Sault Ste. Marie International Bridge Authority of Michigan.

APPENDIX B—ENGINEERING

TABLE 1—EXPENDITURES FOR PROTECTION AT HIGHWAY CROSSINGS 1909 TO DECEMBER 31, 1965 AND A COMPARISON OF EXPENDITURE TO POPULATION

Province	Population	Percentage of Total Population	Expenditure from Railway Grade Crossing Fund	Percentage of Total Expenditure from Fund	Expenditures by Province Municipality and Utilities	Expenditures by Railway	Total
		%	$ ¢	%	$ ¢	$ ¢	$ ¢
British Columbia	1,818,000	9.25	7,364,473.22	7.13	9,414,201.24	884,290.78	17,662,965.24
Alberta	1,454,000	7.39	7,458,712.75	7.23	3,837,536.14	1,393,288.75	12,689,537.64
Saskatchewan	953,000	4.85	3,564,128.62	3.45	2,181,430.86	583,306.74	6,328,866.22
Manitoba	960,000	4.88	4,226,087.10	4.09	944,459.73	679,517.95	5,850,064.78
Ontario	6,794,000	34.55	54,195,379.99	52.50	36,393,327.56	19,404,006.48	109,992,714.03
Quebec	5,692,000	28.94	15,506,565.96	15.02	7,249,213.60	2,730,279.50	25,486,059.06
New Brunswick	625,000	3.18	3,995,662.00	3.87	1,518,617.47	909,825.15	6,424,104.62
Nova Scotia	760,000	3.86	4,794,148.57	4.64	1,567,266.31	776,252.20	7,137,667.08
Prince Edward Island	108,000	.55	176,256.53	0.18	38,953.82	22,785.32	237,995.67
Newfoundland	501,000	2.55	1,089,276.97	1.06	188,941.72	51,621.34	1,329,840.03
Reflectorization of Crossing Signs	.....	.....	709,575.06	0.69	.....	184,609.90	894,184.96
Reflectorization of Railway Cars	.....	.....	139,526.97	0.14	.....	34,962.10	174,489.07
TOTALS	19,665,000	100.0	103,219,793.74	100.0	63,333,948.45	27,654,746.21	194,208,488.40
PERCENTAGE OF TOTAL			53.15%		32.61%	14.24%	100%

TABLE 2—DISTRIBUTION OF COMMITMENTS AND EXPENDITURES FROM THE RAILWAY GRADE CROSSING FUND BY MORTGAGE—1965

PROVINCE	COMMITMENTS	EXPENDITURES
British Columbia	$ 336,222.55	$ 187,701.72
Alberta	1,423,626.35	450,759.17
Saskatchewan	176,292.89	85,939.23
Manitoba	309,620.46	480,376.52
Ontario	9,561,230.13	8,844,443.63
Quebec	3,963,032.65	964,656.69
New Brunswick	461,226.07	564,927.56
Nova Scotia	666,778.63	877,739.68
Prince Edward Island	41,840.00	8,167.74
Newfoundland	55,489.92	207,980.62
Non Allocated		
Reflectorization of Crossing Signs	202,674.50	113,351.01
Reflectorization of Railway Cars	27,786.84	20,117.59
TOTALS	$17,225,820.99	$12,806,161.16

THE BOARD OF

TRANSPORT COMMISSIONERS FOR CANADA

SIXTY-FIRST REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA For The Year Ended December 31, 1965.

ERRATUM

Page 34 - Appendix "B" - Engineering

Table 2 heading should read:

Table 2 - DISTRIBUTION OF COMMITMENTS AND EXPENDITURES FROM THE RAILWAY GRADE CROSSING FUND BY PROVINCES - 1965

C.W. RUMP,
Secretary.

August 19, 1966.

GRADE SEPARATIONS

TABLE 3—CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1965

Asterisk denotes project approved prior to current year on a Cost Reserved Basis and a commitment from The Railway Grade Crossing Fund was approved during 1965

Order No. and Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund	
				%	$
			PROVINCE OF BRITISH COLUMBIA		
116991—Mar. 16/65	Reconstruct Subway	CPR	Lytton, mile 95.32 Thompson Subd.	50	96,500.00
117565—May 21/65	Overhead Bridge	CNR	Highway No. 5, near Avola Station, mile 24.30 Clearwater Subd.	80	80,000.00
			Total		$ 176,500.00
			PROVINCE OF ALBERTA		
116961—Mar. 12/65	Subway	CNR	St. Albert Trail, Edmonton, mile 5.09 "B" Line, Edmonton Terminals Subd.	80	500,000.00
116961—Mar. 12/65 117289—Apr. 15/65	Utilities (3)	CNR	St. Albert Trail, Edmonton, mile 5.09 "B" Line, Edmonton Terminals Subd.	80	15,450.00
116962—Mar. 12/65	Subway	CNR	82nd Street, Edmonton, mile 1.16 "C" Line, Edmonton Terminals Subd.	80	426,625.00
118679—Oct. 14/65	Reconstruct Overhead Bridge	CNR	Highway No. 12, near Alix, mile 5.70 Three Hills Subd.	50	45,000.00
118777—Oct. 26/65	Reconstruct Overhead Bridge	CPR	Highway No. 12, near Alix, mile 81.83 Lacombe Subd.	50	52,100.00
118777—Oct. 26/65	Utility (1)	CPR	Highway No. 12, near Alix, mile 81.83 Lacombe Subd.		300.00
			Adjustments made to cover increased grants for projects approved prior to 1965		7,826.46
			Total		$1,047,301.46
			PROVINCE OF SASKATCHEWAN		
			Adjustments made to cover increased grants for projects approved prior to 1965		57,500.00
			Total		$ 57,500.00

TABLE 3—CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1965 (Continued)

Asterisk denotes project approved prior to current year on a Cost Reserved Basis and a commitment from The Railway Grade Crossing Fund was approved during 1965

Order No. and Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund	
				%	$
			PROVINCE OF MANITOBA		
118673—Oct. 13/65	Reconstruct Overhead Bridge	CNR	Between S.E. ¼, Sec. 10, and S.W. ¼, Sec. 11, Twp. 12, Rge. 17, WPM, Rural Municipality of Elton, mile 118.6 Rivers Subd.	50	16,550.00
			Total		$ 16,550.00
			PROVINCE OF ONTARIO		
116483—Jan. 18/65	Reconstruct Overhead Bridge	CNR	Don Mills Road, Township of North York, mile 10.28 Bala Subd.	50	250,000.00
116483—Jan. 18/65	Utilities (2)	CNR	Don Mills Road, Township of North York, mile 10.28 Bala Subd.	50	4,410.00
116499—Jan. 18/65	Reconstruct Overhead Bridge	CNR	County Road No. 10 (Main St.), Chesley, mile 36.59 Owen Sound Subd.	50	6,750.00
116616—Feb. 2/65	Utilities (2)	CPR	Subway St., Village of Schreiber, mile 0.16 Nipigon Subd.	50	1,300.43
116681—Feb. 12/65	Subway	CPR	Sheppard Ave., Township of North York, mile 6.52 MacTier Subd.	80	476,200.00
116681—Feb. 12/65	Utilities (3)	CPR	Sheppard Ave., Township of North York, mile 6.52 MacTier Subd.	80	29,120.00
116781—Feb. 23/65	Utilities (2)	CNR	Highway No. 5, Burlington, mile 5.56 Milton Subd.	80	7,200.00
116804—Feb. 24/65	Reconstruct Overhead Bridge	CPR	20th Sideroad, Township of Albion, mile 27.82 MacTier Subd.	50	64,100.00
116804—Feb. 24/65	Utilities (2)	CPR	20th Sideroad, Township of Albion, mile 27.82 MacTier Subd.	50	570.00
116886—Mar. 5/65	Subway	CPR	Symington Ave., Toronto, mile 5.41 North Toronto Subd.	80	500,000.00
116886—Mar. 5/65	Utilities (2)	CPR	Symington Ave., Toronto, mile 5.41 North Toronto Subd.	80	186,800.00
116920—Mar. 9/65	Reconstruct Overhead Bridge	CPR	Highway No. 5, Waterdown, mile 4.60 Goderich Subd. ...	50	101,000.00
116920—Mar. 9/65	Utilities (2)	CPR	Highway No. 5, Waterdown, mile 4.60 Goderich Subd. ...	50	6,700.00
117008—Mar. 18/65	Subway	CNR	East Main St., Welland, mile 13.61 Welland Subd.	80	500,000.00
117327—Apr. 22/65	Subway	CNR	Martin Grove Road, Etobicoke Twp., mile 11.73 Weston Subd.	80	477,600.00

117327—Apr. 22/65	Utilities (4)	CNR	Martin Grove Road, Etobicoke Twp., mile 11.73 Weston Subd.	80	41,700.00
117686—June 8/65	Reconstruct Subway	CNR	Highway No. 53, near Eastwood, mile 44.9 Dundas Subd.	50	248,400.00
117816—June 23/65	Reconstruct Subway	CPR	Highways 7 and 15, Township of Nepean, mile 8.75 Carleton Place Subd.	50	250,000.00
117816—June 23/65	Utilities (2)	CPR	Highways 7 and 15, Township of Nepean, mile 8.75 Carleton Place Subd.	50	6,320.00
117904—June 30/65	Subway	CNR	Dixie Road (County Road No. 4), Township of Toronto, mile 10.19 Oakville Subd.	80	500,000.00
117904—June 30/65	Utilities (3)	CNR	Dixie Road (County Road No. 4), Township of Toronto, mile 10.19 Oakville Subd.	80	11,320.00
117975—July 14/65	Subway	CNR	Highway No. 58, Thorold, mile 5.50 Thorold Subd.	80	500,000.00
118055—July 22/65	Utility (1)	CPR	Highway No. 6, Township of East Flamborough and Township of West Flamborough, mile 1.86 Goderich Subd.	50	347.02
118142—Aug. 3/65	Subway	CNR	Wilson Ave., Toronto, mile 9.1 Newmarket Subd.	80	500,000.00
118142—Aug. 3/65	Utilities (3)	CNR	Wilson Ave., Toronto, mile 9.1 Newmarket Subd.	80	31,840.00
118143—Aug. 3/65	Reconstruction of Overhead Bridge	CNR	Pelham Road, St. Catharines, mile 11.53 Grimsby Subd.	50	146,750.00
118143—Aug. 3/65	Utilities (3)	CNR	Pelham Road, St. Catharines, mile 11.53 Grimsby Subd.	50	14,500.00
118277—Aug. 20/65	Reconstruct Overhead Bridge	CNR	Canning Road, Township of Blenheim, mile 34.53 Dundas Subd.	50	57,000.00
118277—Aug. 20/65	Utilities (2)	CNR	Canning Road, Township of Blenheim, mile 34.53 Dundas Subd.	50	495.00
118321—Aug. 25/65	Reconstruct Pedestrian Subway	CNR	Neeve St., Guelph, mile 48.4 Guelph Subd.	50	4,750.00
118357—Aug. 27/65	Reconstruct Overhead Bridge	CNR	Queen St. (Highway No. 7), St. Mary's, mile 11.13 Thorndale Subd.	50	66,250.00
118510—Sept. 23/65	Overhead Bridge	NYC	Highway No. 24, near Waterford, mile N.F. 69.94 Main Line Subd.	80	308,800.00
118510—Sept. 23/65	Utility (1)	NYC	Highway No. 24, near Waterford, mile N.F. 69.94 Main Line Subd.	80	3,040.00
118553—Sept. 27/65	Overhead Bridge	CPR	Highway No. 12, Township of Medonte, mile 88.72 Mac-Tier Subd.	80	338,320.00
118553—Sept. 27/65	Utilities (2)	CPR	Highway No. 12, Township of Medonte, mile 88.72 Mac-Tier Subd.	80	2,480.00
118612—Oct. 5/65	Reconstruct Subway	CNR	Highway No. 8, Niagara Falls, mile 3.78 Grimsby Subd.	50	223,750.00
118619—Oct. 5/65	Subway	CPR	Don Mills Road, Township of North York, mile 204.36 Belleville Subd.	80	500,000.00
118619—Oct. 5/65	Utilities (3)	CPR	Don Mills Road, Township of North York, mile 204.36 Belleville Subd.	80	48,720.00
118689—Oct. 15/65	Subway	CNR	(New) Alta Vista Drive, Ottawa, Track connection between mile 84.8 M.&O. Subd. (CPR) and mile 0.75 Beachburg Subd. (CNR)	80	412,800.00
119129—Nov. 25/65	Overhead Bridge	CPR	Highway No. 59, Woodstock, mile 87.26 Galt Subd.	80	413,400.00
119129—Nov. 25/65	Utilities (2)	CPR	Highway No. 59, Woodstock, mile 87.26 Galt Subd.	80	1,880.00

TABLE 3—CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1965 (Concluded)

Asterisk denotes project approved prior to current year on a Cost Reserved Basis and a commitment from The Railway Grade Crossing Fund was approved during 1965

Order No. and Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund	
				%	$
			PROVINCE OF ONTARIO—*Continued*		
119165—Nov. 29/65	Subway	CNR	Highway No. 122, Township of Toronto, mile 16.62 Oakville Subd.	80	500,000.00
119240—Dec. 7/65	Reconstruct Overhead Bridge	CPR	Westney Road, Township of Pickering, mile 184.69 Belleville Subd.	50	78,800.00
119240—Dec. 7/65	Utilities (2)	CPR	Westney Road, Township of Pickering, mile 184.69 Belleville Subd.	50	2,225.00
119338—Dec. 16/65	Utilities (3)	CNR	East Main Street, Welland, mile 13.61 Welland Subd.	80	86,880.00
119473—Dec. 30/65	Subway	CNR	Industrial Avenue, Ottawa, mile 0.5 Beachburg connection track	80	208,000.00
			Adjustments made to cover increased grants for projects approved prior to 1965		$ 343,086.06
			Total		$8,463,603.51
			PROVINCE OF QUEBEC		
116530—Jan. 21/65	Diversion	CNR	Highway No. 15A, Rivière du Gouffre, Murray Bay Subd.	80	63,200.00
116688—Feb. 12/65	Subway	CNR	Montée St. Charles, Beaconsfield, mile 15.64 Cornwall Subd.	80	401,000.00
116688—Feb. 12/65	Subway	CPR	Montée St. Charles, Beaconsfield, mile 10.18 Winchester Subd.	80	500,000.00
116807—Feb. 24/65	Reconstruction of Overhead Bridge (subways replacing overhead bridge)	CNR	Highway No. 9B (Taschereau Boulevard), Lafleche, mile 69.29 St. Hyacinthe Subd.	50	250,000.00
117034—Mar. 22/65	Overhead Bridge	CPR	Highway No. 8, Ayersville, mile 46.11 Lachute Subd.	80	329,360.00
117156—Apr. 2/65	Utilities (3)	CNR	Highway Nos. 3 and 9, Candiac, mile 79.36 Massena Subd.	80	* 10,300.00
117478—May 11/65	Overhead Bridges (Dual)	NJR	Highway No. 9, Parish of St-Jacques-le-Mineur, mile 17.15 Main Line Subd.	80	500,000.00
117574—May 25/65	Subway	CNR	Trans-Canada Highway, Montreal, mile 6.59 Longue Pointe Subd.	80	110,000.00
117958—July 13/65	Reconstruct Subway	CPR	Decarie Boulevard, Montreal, mile 47.14 Adirondack Subd.	50	250,000.00
118144—Aug. 3/65	Relocation of Subway	CPR	Pont Rouge, mile 134.9 Quebec Subd.	50	* 56,000.00
118348—Aug. 26/65	Overhead Bridges (Dual)	CNR	Highway No. 9, Parish of St-Bernard-de-Lacolle, mile 16.14 Valleyfield Subd.	80	500,000.00

118395—Sept. 8/65	Diversion	CPR	Highway No. 2, Lachine, mile 43.43 Adirondack Subd.	80		209,600.00
119070—Nov. 19/65	Utility (1)	CNR	Highway No. 23, St-Louis-de-Pintendre	80		3,402.34
119135—Nov. 25/65	Utility (1)	CNR	Maple Avenue, Ville St. Pierre	80		88.39
119263—Dec. 8/65	Utility (1)	CNR	Brock Avenue, Montreal West	80		2,806.57
119339—Dec. 16/65	Utility (1)	CNR	St. Edouard Range Road, Parish of St. Liboire, mile 30.9 St. Hyacinthe Subd.	50	*	1,197.52
119342—Dec. 16/65	Utilities (2)	CPR	Decarie Boulevard, Montreal, mile 47.14 Adirondack Subd.	50		18,085.00
			Adjustments made to cover increased grants for projects approved prior to 1965			3,524.53
			Total			$3,208,564.35

PROVINCE OF NEW BRUNSWICK

119375—Dec. 20/65	Road Diversion	CPR	Grand Bay, McAdam Subd.	80		127,400.00
			Adjustments made to cover increased grants for projects approved prior to 1965			3,945.26
			Total		$	131,345.26

PROVINCE OF NOVA SCOTIA

118146—Aug. 3/65	Highway Diversion	CNR	Shore Drive, Bedford, mile 10.32 Bedford Subd.	80		22,000.00
119430—Dec. 23/65	Reconstruction of Overhead Bridge	CNR	Mumford Road, Halifax, mile 3.85 Bedford Subd.	50		250,000.00
119430—Dec. 23/65	Utilities (2)	CNR	Mumford Road, Halifax, mile 3.85 Bedford Subd.	50		32,500.00
			Adjustments made to cover increased grants for projects approved prior to 1965			563.54
			Total		$	305,063.54

PROVINCE OF PRINCE EDWARD ISLAND

NIL

PROVINCE OF NEWFOUNDLAND

Adjustments made to cover increased grants for projects approved prior to 1965		50,697.85
Total	$	50,697.85
GRAND TOTAL		$13,457,125.97

TABLE 4—CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS WHICH DID NOT QUALIFY FOR A GRANT FROM THE RAILWAY GRADE CROSSING FUND—1965

Order No. and Date	Type of Project	Railway	Location
		PROVINCE OF BRITISH COLUMBIA	
117949—July 9/65	Subway	CNR	Brooksbank Avenue, North Vancouver, mile 5.61 Burrard Harbour Line.
118107—July 27/65	Overhead Bridge	GNR	Simon Fraser University Access Road, mile 1.46 Lake City Spur (H.B. mile 146.20 Third Subdivision).
118364—Sept. 3/65	Pedestrian Overhead	CPR	Victoria, mile 7.42 Victoria Subdivision.
		PROVINCE OF ALBERTA	
117596—May 28/65	Overhead Bridge	CNR	Highway No. 2, between Sec. 25 and Sec 36, Twp. 83, Rge. 23, W5M, mile 1.51 Great Slave Lake Railway.
118128—July 29/65	Overhead Bridge	NAR	Highway No. 2, in S.E.¼, Sec. 15, Twp. 70, Rge. 1, W5M, mile 121.42 Edmonton Subdivision.
118326—Aug. 25/65	Subway	CNR	District Road, in N.E.¼, Sec. 25, Twp. 53, Rge. 10, W5M, Municipal District of Pembina No. 94, mile 81.3 Edson Subdivision.
118669—Oct. 13/65	Subway	CNR	Banff-Jasper Highway, Jasper Townsite, mile 0.9 Albreda Subdivision.
118808—Oct. 28/65	Reconstruct Subway	CNR	97th Street, Edmonton, mile 0.15 Edmonton Terminals Subdivision.
119077—Nov. 19/65	Reconstruct Subway	CNR	County of Lacombe No. 14, mile 14.2 Brazeau Subdivision.
		PROVINCE OF SASKATCHEWAN	
118030—July 20/65	Overhead Bridge	CPR	Highway No. 10, near Balgonia.
118470—Sept. 15/65	Overhead Bridge	CPR	Highway No. 19, in Sec. 31, Twp. 23, Rge. 3, W3M, mile 66.3 Outlook Subdivision.
118778—Oct. 26/65	Overhead Bridge	CPR	Highway No. 1, in N.E.¼, Sec. 36, Twp. 16, Rge. 24, W2M, mile 119.11 Indian Head Subdivision.
		PROVINCE OF MANITOBA	
118506—Sept. 23/65	Overhead Bridge	CNR	Highway No. 1, Parish of Portage la Prairie, mile 52.74 Rivers Subdivision.
		PROVINCE OF ONTARIO	
116430—Jan. 8/65	Subway	CNR	Norfolk Street, Guelph, mile 48.98 Brampton Subdivision.
116704—Feb. 16/65	Overhead Bridge	CPR	Sideroad No. 4, Township of East Zorra, mile 86.19 Galt Subdivision.
116724—Feb. 17/65	Overhead Bridge	CPR	Highway No. 17, Township of McGregor, mile 119.14 Nipigon Subdivision.
116736—Feb. 18/65	Reconstruct Subway	CNR	Wilson Street, Guelph, mile 48.94 Brampton Subdivision.

117230—Apr. 9/65	Reconstruct Overhead Bridge	CPR	Macdonald-Cartier Freeway (Highway 401), Township of North York, mile 5.11 MacTier Subdivision.
117297—Apr. 20/65	Overhead Bridge	CNR	Shoemaker Avenue, Kitchener, mile 1.95 Galt Branch of the Waterloo Subdivision.
117418—May 5/65	Pedestrian Overhead Bridge	CNR	Toronto Yard, Township of Vaughan.
117523—May 17/65	Overhead Bridge	CPR	Lakehead Freeway, Township of Neebing, mile 3.48 Kaministiquia Subdivision.
117623—June 1/65	4 Overhead Bridges	CNR	Macdonald-Cartier Freeway (Highway 401), Township of North York, mile 12.2 Bala Subdivision.
117623—June 1/65	Reconstruct Overhead Bridge	CNR	Macdonald-Cartier Freeway (Highway 401), Township of North York, mile 12.2 Bala Subdivision.
118032—July 20/65	Subway	CNR	Lakehead Expressway, Township of Neebing, mile 7.69 Kashabowie Subdivision.
118112—July 28/65	Subway	CPR	Between Cons. 6 and 7, Township of West Nissouri, mile 103.94 Galt Subdivision.
118231—Aug. 18/65	Reconstruct Overhead Bridge	CNR	Macdonald-Cartier Freeway (Highway 401), Township of Etobicoke, mile 10.68 Weston Subdivision.
118363—Sept. 2/65	Pedestrian Overhead Bridge	CNR	Stratford, mile 1.11 Newton Subdivision.
119035—Nov. 18/65	Subway	CNR	Airport Road, Township of North York, mile 10.87 Newmarket Subdivision.

PROVINCE OF QUEBEC

116711—Feb. 16/65	Subway	CNR	St-Romuald d'Etchemin, mile 4.99 Levis Subdivision.
116750—Feb. 19/65	Overhead Bridge (Dual)	CPR	Parish of St. Thomas de Joliette, mile 32.5 Trois-Rivieres Subdivision.
116807—Feb. 24/65	2 Subways	CNR	Highway No. 9B (Taschereau Boulevard), Jacques-Cartier, Lafleche and Le Moyne, mile 69.29 St. Hyacinthe Subdivision.
117304—Apr. 20/65	Overhead Bridge (Dual)	CNR	Highway No. 9B, Laprairie, mile 32.33 Rouses Point Subdivision.
117429—May 6/65	Overhead Bridge (Dual)	CPR	Autoroute Omerville-Rock Island, Magog, mile 83.97 Sherbrooke Subdivision.
117574—May 25/65	4 Subways	CNR	Trans-Canada Highway, Montreal, miles 6.60; 6.66; 6.68 and 6.79 Longue Pointe Subdivision.
117599—May 28/65	Overhead Bridge (Dual)	CPR	North Shore Autoroute, Berthierville, mile 0.82 Berthierville Subdivision.
117947—July 9/65	Overhead Bridge (Dual)	CNR	North Shore Autoroute, Charlemagne, mile 123.67 Joliette Subdivision.
118003—July 16/65	Subway	CPR	Highway No. 11, Hull, mile 117.63 Lachute Subdivision.
118024—July 20/65	Overhead Bridge	CNR	La Route, Montreal, mile 0.28 National Harbours Board Lead Track, H.B. mile 72.62 St. Hyacinthe Subdivision.
118051—July 21/65	Subway	CNR	La Route, Montreal, mile 72.00 St. Hyacinthe Subdivision.
118240—Aug. 18/65	Overhead Bridge	CNR	University Street Extension, Montreal, mile 0.99 Harbour Spur Montreal Subd.
118423—Sept. 10/65	Subway	CNR	Charlesbourg, mile 2.5 St. Raymond Subdivision.
118550—Sept. 27/65	Reconstruct Overhead Bridge	CNR	Montreal, mile 6.36 Montreal Subdivision.
118564—Sept. 28/65	Overhead Bridge	CNR	Montreal, mile 0.34 Lachine Industrial Spur.
118604—Oct. 4/65	Subway	CNR	Carillon Avenue, Montreal, mile 3.97 Montreal Subdivision.
118617—Oct. 5/65	Overhead Bridge	CNR	Montreal, mile 6.08 Montreal Subdivision.
118720—Oct. 20/65	Overhead Bridge (Dual)	CNR	Highway No. 3A, St. Hubert, mile 50.64 Granby Subdivision.
118802—Oct. 28/65	Overhead Bridge (Dual)	QCR	Omerville-Rock Island Autoroute, Stanstead East, mile 25.09 Newport Subdivision.
118857—Nov. 2/65	Overhead Bridge	CPR	Montreal, mile 3.84 South Bank Branch.
118863—Nov. 3/65	Subway	CNR	North Shore Autoroute, mile 129.0 Joliette Subdivision.

TABLE 4—CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS WHICH DID NOT QUALIFY FOR A GRANT FROM THE RAILWAY GRADE CROSSING FUND 1965 (Concluded)

Order No. and Date	Type of Project	Railway	Location
		PROVINCE OF QUEBEC—*Continued*	
118928—Nov. 10/65	Pedestrian Overhead Bridge	CPR	Between St. Roch and Jarry Parks, Montreal, mile 6.31 Park Avenue Subdivision.
118948—Nov. 10/65	Overhead Bridge (Dual)	CPR	Henri IV Boulevard, Les Saules, mile 154.24 Quebec Subdivision.
119091—Nov. 22/65	Pedestrian Subway	CNR	Roberval, mile 11.82 Roberval Subdivision.
119194—Nov. 30/65	Reconstruct Subway	CNR	Highway No. 21, Richelieu, mile 43.21 Granby Subdivision.
119335—Dec. 16/65	Subway	CNR	Trans-Canada Highway, Montreal, mile 0.39 Montreal Subdivision.
119409—Dec. 22/65	Subway	CPR	Trans-Canada Highway, Montreal, mile 2.6 Westmount Subdivision.
		PROVINCE OF NEW BRUNSWICK	
118555—Sept. 27/65	Overhead Bridge	CPR	Trans-Canada Highway, near Florenceville, mile 75.46 Shogomoc Subdivision.
119101—Nov. 22/65	Subway	CPR	Harrison Street, Saint John, mile 0.65 McAdam Subdivision.
		PROVINCE OF NOVA SCOTIA	
118083—July 26/65	Pedestrian Overhead Bridge	CNR	Mile 11.01 Dartmouth Subdivision.
119122—Nov. 24/65	Overhead Bridge	CNR	New Trunk Highway No. 2, Enfield, mile 29.4 Bedford Subdivision.
119192—Nov. 30/65	Pedestrian Subway	CNR	Birch Cove, mile 6.94 Bedford Subdivision.
		PROVINCE OF PRINCE EDWARD ISLAND	
		NIL	
		PROVINCE OF NEWFOUNDLAND	
117045—Mar. 23/65	Overhead Bridge	CNR	Trans-Canada Highway, near Bishop's Falls, mile 269.6 Bishop's Falls Subdivision.
117120—Mar. 30/65	Overhead Bridge	CNR	Trans-Canada Highway, near Grand Falls, mile 281.6 Bishop's Falls Subdivision.
118611—Oct. 5/65	Overhead Bridge	CNR	Argentia Access Road, near Witbourne, mile 57.4 St. John's Subdivision.

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1965

Order No. and Date	Type of Project	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$
		PROVINCE OF BRITISH COLUMBIA		
Installations of flashers and bell at unprotected crossings				
116588—Jan. 29/65	2 Flashers and bell	CPR	Highway No. 8, near Clapperton, mile 165.5 Princeton Subd.	5,920.00
116599—Jan. 29/65	2 Flashers and bell	CPR	Highway No. 8, Clapperton, mile 165.2 Princeton Subd.	6,800.00
116602—Jan. 29/65	2 Flashers and bell	CPR	Highway No. 8, near Clapperton, mile 168.6 Princeton Subd.	5,920.00
116625—Feb. 3/65	2 Flashers and bell	CPR	Highway No. 8, near Clapperton, mile 169.7 Princeton Subd.	6,000.00
116788—Feb. 23/65	2 Flashers and bell	CPR	Highway No. 3, near Kinnaird, mile 7.25 Rossland Subd.	7,120.00
116789—Feb. 23/65	2 Flashers and bell	CPR	Highway No. 95, near Wasa, mile 38.60 Windermere Subd.	6,800.00
116791—Feb. 23/65	2 Flashers and bell	CPR	Highway No. 3, near Kinnaird, mile 6.02 Rossland Subd.	6,960.00
116915—Mar. 9/65	2 Flashers and bell	CPR	Wasa-Fort Steel Road, east of Wasa, mile 38.4 Windermere Subd.	6,040.00
117168—Apr. 2/65	2 Flashers and bell	GNR	Highway No. 6, north of Ymir, mile 173.02 Fifth Subd.	8,060.00
117278—Apr. 14/65	2 Flashers and bell	CNR	North Shore Road, near Lake Cowichan, mile 74.9 Cowichan, Subd.	10,000.00
117380—Apr. 29/65	2 Flashers and bell	CPR	Highway No. 18, near Duncan, mile 2.7 Lake Cowichan Subd.	6,080.00
117496—May 13/65	2 Flashers and bell	E.&N.	Highway No. 18, near Duncan, mile 8.8 Lake Cowichan Subd.	6,080.00
117590—May 27/65	2 Flashers and bell	CNR	Dunn Lake Road, Clearwater, mile 67.54 Clearwater Subd.	11,680.00
117820—June 23/65	2 Flashers and bell	GNR	Tannery Road, District of Surrey, mile 140.50 Third Subd.	6,440.00
118053—July 22/65	2 Flashers and bell	CPR	King Edward Ave., Vancouver, mile 2.10 Vancouver and Lulu Island Branch	6,280.00
118296—Aug. 23/65	2 Flashers and bell	CPR	Chemainus Road, Osborn Bay, mile 47.7 Victoria Subd.	8,960.00
118707—Oct. 19/65	2 Flashers and bell	CPR	Sicamous-Salsqua Road, near Sicamous, mile 43.22 Shuswap Subd.	8,320.00
118964—Nov. 12/65	2 Flashers and bell	CNR	Strimbold Road No. 151, Topley, mile 67.29 Telkwa Subd.	11,120.00
119064—Nov. 19/65	2 Flashers and bell	CPR	Elk Valley Road, Natal, mile 15.2 Cranbrook Subd.	8,480.00
Installation of flashers and bell in lieu of existing protection				
119314—Dec. 13/65	2 Flashers and bell in lieu of bell and danger sign.	CPR	2nd Street East, Grand Forks, mile 93.97 Boundary Subd.	5,600.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1965 (Continued)

Order No. and Date	Type of Project	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$
			PROVINCE OF BRITISH COLUMBIA—*Continued*	
Improvements to existing protections				
116785—Feb. 23/65	Improvement to protection.....	CPR	Intersection of Wallinger Ave. and Ross St., Kimberley, mile 17.8 Kimberley Subd.	1,120.00
117621—May 31/65	Improvements to existing protection.....	B.C.H.& P.A.	12th Ave., Vancouver, V.&L.I. Branch.....	2,480.00
			Adjustments made to cover increased grants for projects approved prior to 1965	459.76
			Total	$ 152,719.76
			PROVINCE OF ALBERTA	
Installations of flashers and bell at unprotected crossings				
116762—Feb. 22/65	2 Flashers and bell.....	CPR	Canmore, mile 67.90 Laggan Subd.....	8,640.00
116763—Feb. 22/65	2 Flashers and bell.....	CPR	Carstairs, mile 39.18 Red Deer Subd.....	8,000.00
116857—Mar. 2/65	2 Flashers and bell.....	CNR	NW¼, Sec. 30, Twp. 53, Rge. 34, W4M, County of Sturgeon No. 15, mile 123.4 Vegreville Subd.	7,440.00
116901—Mar. 8/65	2 Flashers and bell.....	CNR	52nd St., S.E., Calgary, mile 123.57 Three Hills Subd.....	9,520.00
116952—Mar. 11/65	2 Flashers and bell.....	CNR	Highway No. 36, West of Vilna, mile 85.17 Coronado Subd.....	9,600.00
117039—Mar. 22/65	2 Flashers and bell.....	NAR	Highway No. 786F, Tangent, mile 307.37 Smoky Subd.....	9,360.00
117078—Mar. 25/65	2 Flashers and bell.....	NAR	SE¼, Sec. 23, Twp. 70, Rge. 1, W5M, Hondo, mile 122.91 Edmonton Subd.	8,800.00
117094—Mar. 25/65	2 Flashers and bell.....	CNR	District Highway 545K, Edson, mile 130.90 Edson Subd.....	8,320.00
117171—Apr. 2/65	2 Flashers and bell.....	CNR	Highway 524F, Niton, mile 100.17 Edson Subd.....	10,160.00
117319—Apr. 21/65	2 Flashers and bell.....	CNR	First St., Clover Bar, mile 259.21 Wainwright Subd. CNR and CPR's Industrial Lead.	9,920.00
117320—Apr. 22/65	2 Flashers and bell.....	CPR	50th Ave., Wetaskiwin, mile 57.01 Leduc Subd.....	16,000.00
117344—Apr. 26/65	2 Flashers and bell.....	NAR	Highway 786Q, Hamlet of Eaglesham, mile 315.49 Smoky Subd....	8,240.00
117407—May 5/65	2 Flashers and bell.....	CPR	SW¼, Sec. 17, Rge. 28, Twp. 35, W4M, County of Red Deer No.23, mile 72.86 Red Deer Subd.	7,200.00
117475—May 11/65	2 Flashers and bell.....	CPR	North-South Park Road, Banff National Park, mile 77.07 Laggan Subd.	6,960.00

117476—May 11/65	2 Flashers and bell	CNR	Highway No. 524H, near Rosevear, mile 116.73 Edson Subd.		12,000.00
117477—May 11/65	2 Flashers and bell	NAR	District Highway 467L, Caslan, mile 86.41 Lac la Biche Subd.		8,840.00
117490—May 13/65	2 Flashers and bell	CNR	Highway No. 527C, Leaman, mile 87.60 Edson Subd.		10,000.00
117491—May 13/65	2 Flashers and bell	CNR	East-West County Road, near Delburne, mile 18.64 Three Hills Subd.		9,200.00
117493—May 13/65	2 Flashers and bell	CPR	114th Ave. S.W., Calgary, mile 6.7 MacLeod Subd.		7,320.00
117500—May 13/65	2 Flashers and bell	CPR	District Highway 570U, Nisku, mile 84.15 Leduc Subd.		10,280.00
117503—May 13/65	2 Flashers and bell	CPR	Near Lake Louise, mile 116.16 Laggan Subd.		9,760.00
117550—May 21/65	2 Flashers and bell	CPR	District Highway 570S, near Leduc, mile 78.02 Leduc Subd.		7,400.00
117976—July 14/65	2 Flashers and bell	CPR	Bow Ave., Banff, mile 82.04 Laggan Subd.		11,720.00
118219—Aug. 17/65	2 Flashers and bell	CPR	1st Ave. N., Airdrie, mile 19.12 Red Deer Subd.		11,040.00
118232—Aug. 18/65	2 Flashers and bell	CNR	Near Dorenlee, mile 79.94 Camrose Subd.		8,560.00
118233—Aug. 18/65	2 Flashers and bell	CNR	County of Stettler No. 6, mile 36.79 Stettler Subd.		8,160.00
118302—Aug. 23/65	2 Flashers and bell	CNR	Hinton, mile 181.82 Edson Subd.		10,480.00
118412—Sept. 9/65	2 Flashers and bell	CNR	17th Ave., Calgary, mile 2.72 Calgary Freight Terminal Line.		4,960.00
118421—Sept. 9/65	4 Flashers and 2 bells	CNR	Blackfoot Trail, Calgary, mile 2.69 Calgary Freight Terminal Line		8,160.00
118537—Sept. 24/65	2 Flashers and bell	CPR	20th St., Coaldale, mile 98.6 Taber Subd.		11,760.00
118678—Oct. 14/65	2 Flashers and bell	CNR	N.E. Road, Eckville, mile 65.40 Brazeau Subd.		11,760.00
118817—Oct. 28/65	2 Flashers and bell	CPR	Bet. NE¼, Sec. 9, & NW¼, Sec. 10, Twp. 54, Range 7, W4M, near Derwent, mile 52.34 Willingdon Subd.		8,320.00
119071—Nov. 19/65	2 Flashers and bell	CPR	Highway No. 11, near Benalto, mile 25.54 Alberta Central Subd.		7,120.00
119087—Nov. 19/65	2 Flashers and bell	CPR	Theaker St., Provost, mile 76.65 Hardisty Subd.		9,680.00
119191—Nov. 30/65	2 Flashers and bell	CPR	Highway No. 36, near Castor, mile 19.15 Lacombe Subd.		7,360.00
119449—Dec. 28/65	2 Flashers and bell	CNR	Queen Street, Wildwood, mile 77.42 Edson Subd.		9,520.00
Installation of short arm gates, flashers and bell at unprotected crossings					
117729—June 10/65	1 Gate, 1 flasher and bell	CPR	District Highway No. 146H, between Drumheller and Nacmine, mile 78.8 Langdon Subd.		10,640.00
117729—June 10/65	1 Gate, 1 flasher and bell	CNR	District Highway No. 146H, between Drumheller and Nacmine, mile 50.29 Drumheller Subd.		10,240.00
			Adjustments made to cover increased grants for projects approved prior to 1965		5,082.45
			Total		$ 357,522.45

PROVINCE OF SASKATCHEWAN

Installations of flashers and bell at unprotected crossings					
116765—Feb. 22/65	2 Flashers and bell	CNR	Dundonald Ave., Saskatoon, mile 0.17 Warman Subd.		7,760.00
116894—Mar. 5/65	2 Flashers and bell	CNR	Highway No. 44, Alsask, mile 43.68 Oyen Subd.		10,760.00
117184—Apr. 5/65	2 Flashers and bell	CNR	Dundonald Ave., Saskatoon, mile 190.71 Watrous Subd.		10,720.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1965 (Continued)

Order No. and Date	Type of Project	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$
			PROVINCE OF SASKATCHEWAN—*Continued*	
Installation of flashers and bell at unprotected crossings				
117645—June 2/65	2 Flashers and bell	CPR	Avenue H, Saskatoon, mile 0.51 Wilkie Subd.	10,080.00
117865—June 28/65	3 Flashers and 2 bells	CPR	23rd St. and Ave. "D", Saskatoon, mile 0.20 Wilkie Subd.	12,360.00
117977—July 14/65	2 Flashers and bell	CNR	Second St., Craik, mile 71.81 Craik Subd.	11,920.00
117998—July 16/65	2 Flashers and bell	CNR	20th St., Saskatoon, mile 1.52 Warman Subd.	8,320.00
118093—July 26/65	2 Flashers and bell	CNR	4th Ave., Regina, mile 116.3 Lewvan Subd.	8,480.00
118104—July 27/65	4 Flashers and 2 bells	CNR	Dewdney Ave., Regina, mile 115.70 Lewvan Subd.	11,200.00
119275—Dec. 9/65	2 Flashers and bell	CNR	Highway No. 109, Hudson Bay, mile 100.89 Erwood Subd.	10,400.00
119452—Dec. 28/65	2 Flashers and bell	CPR	Highway No. 20, Strasburg, mile 52.20 Lanigan Subd.	8,800.00
Improvements to existing protections				
118727—Oct. 21/65	Traffic signals in lieu of existing protection	CNR	Victoria Ave. and Park St., Regina, mile 90.94 Glenavon Subd.	2,480.00
118727—Oct. 21/65	Pre-empting circuits on railway	CNR	Victoria Ave. and Park St., Regina, mile 90.94 Glenavon Subd.	2,960.00
			Adjustments made to cover increased grants for projects approved prior to 1965	2,432.89
			Total	$ 118,672.89
			PROVINCE OF MANITOBA	
Installations of flashers and bell at unprotected crossings				
116610—Feb. 1/65	2 Flashers and bell	CNR	Taylor Ave., Winnipeg, mile 0.25 Oak Point Subd.	8,400.00
117318—Apr. 21/65	2 Flashers and bell	CPR	Logan Ave., Winnipeg, "L" Yard Lead off mile 1.25 Carberry Subd.	6,400.00
117353—Apr. 26/65	2 Flashers and bell	CPR	McPhillips St., Winnipeg, "L" Lead off mile 1.25 Carberry Subd.	7,200.00
117381—Apr. 29/65	2 Flashers and bell	CPR	Wellington Ave., Winnipeg, "L" Yard Lead off mile 1.25 Carberry Subd.	6,920.00
117387—Apr. 30/65	2 Flashers and bell	CPR	Highway No. 311, Niverville, mile 20.97 Emerson Subd.	11,360.00
117591—May 27/65	2 Flashers and bell	CPR	Victoria St., MacGregor, mile 77.73 Carberry Subd.	11,600.00
117793—June 18/65	2 Flashers and bell	CNR	Matheson Road, Rural Municipality of Fort Garry, mile 3.66 Letellier Subd.	8,480.00

117974—July 14/65	2 Flashers and bell	CNR	Highway No. 325, Ashern, mile 111.15 Oak Point Subd.	7,680.00
118001—July 16/65	2 Flashers and bell	CNR	Highway No. 68, Eriksdale, mile 86.05 Oak Point Subd.	7,680.00
118086—July 26/65	2 Flashers and bell	CPR	Mountain St., Morden, mile 79.9 La Riviere Subd.	6,840.00
118225—Aug. 17/65	2 Flashers and bell	CNR	Athlone St., Swan River, mile 0.59 Erwood Subd.	8,640.00
118334—Aug. 25/65	2 Flashers and bell	CNR	Letellier, mile 52.98 Letellier Subd.	12,080.00
118754—Oct. 22/65	2 Flashers and bell	CNR	Logan Ave., Brooklands, mile 5.28 Oak Point Subd.	9,440.00
118794—Oct. 28/65	2 Flashers and bell	CNR	Provincial Road No. 201, La Broquerie, mile 113.68 Sprague Subd.	8,560.00
118797—Oct. 28/65	2 Flashers and bell	CNR	Provincial Road No. 401, Manlius, mile 10.04 Pine Falls Subd.	7,760.00
118974—Nov. 12/65	2 Flashers and bell	CPR	Provincial Road No. 332, Starbuck, mile 23.22 Glenboro Subd.	11,520.00
119076—Nov. 19/65	4 Flashers and 2 bells	CNR	Highway No. 100, near Oak Bluff, mile 4.05 Carman Subd.	9,520.00
119151—Nov. 26/65	4 Flashers and 2 bells	CPR	Provincial Trunk Highway No. 101, near Rosser, mile 5.39 Arborg Subd.	8,800.00
119277 Dec. 9/65	2 Flashers and bell	CNR	Provincial Road No. 580, Gilbert Plains, mile 19.92 Togo Subd.	10,240.00
119312—Dec. 13/65	2 Flashers and bell	CNR	3rd Street, Birch River, mile 21.37 Erwood Subd.	8,880.00
119340—Dec. 16/65	2 Flashers and bell	CPR	Sargent Avenue, Winnipeg, "L" Lead (H.B. mile 1.25 Carberry Subd.)	6,940.00
119353—Dec. 16/65	2 Flashers and bell	CPR	Access Road, near Foxwarren Station, mile 66.9 Bredenbury Subd.	11,920.00
119368—Dec. 20/65	2 Flashers and bell	CPR	Access Road, Tyndall, mile 27.87 Lac du Bonnet Subd.	11,200.00
Installation of short arm gates, flashers and bell at unprotected crossings				
117903—June 30/65	2 Gates, 2 flashers and bell	CNR	Kenaston Blvd., Winnipeg, mile 5.18 Rivers Subd.	14,960.00
118865—Nov. 3/65	2 Gates, 2 flashers and bell	CPR	Provincial Road No. 248, Marquette, mile 29.06 Carberry Subd.	21,600.00
119117—Nov. 24/65	2 Gates, 2 flashers and bell	CPR	Provincial Road No. 213, near Hazelridge, mile 108.17 Keewatin Subd.	19,280.00
119120—Nov. 24/65	2 Gates, 2 flashers and bell	CPR	Provincial Road No. 206, Oakbank, mile 112.37 Keewatin Subd.	22,320.00
Improvements to existing protection				
117576—May 25/65	Improvements to protection	CPR	Provincial Trunk Highway No. 100, near Fortress, mile 11.04 La Riviere Subd.	2,600.00
119185—Nov. 30/65	Improvements to existing protection	CPR	Trans-Canada Highway, Headingly, mile 9.66 Glenboro Subd.	4,080.00
			Adjustments made to cover increased grants to projects approved prior to 1965	170.46
			Total	$ 293,070.46

PROVINCE OF ONTARIO

Installations of flashers and bell at unprotected crossings					
116565—Jan. 27/65	2 Flashers and bell	CNR	Centre St., Brampton, mile 20.62 Brampton Subd.	7,200.00
116585—Jan. 29/65	2 Flashers and bell	CNR	County Road No. 10, Township of Nepean, mile 3.89 Smiths Falls Subd.	6,960.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1965 (Continued)

Order No. and Date	Type of Project	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$
		PROVINCE OF ONTARIO—*Continued*		
Installation of flashers and bell at unprotected crossings				
116600—Jan. 29/65	2 Flashers and bell	CNR	Cascade St., Parry Sound, mile 2.39 Sudbury Subd.	10,080.00
116605—Jan. 29/65	2 Flashers and bell	CNR	John St., near Thornlea, mile 16.32 Bala Subd.	10,720.00
116617—Feb. 2/65	2 Flashers and bell	CNR	County Road No. 41, Township of Nepean, mile 5.10 Smiths Falls Subd.	6,720.00
116643—Feb. 8/65	2 Flashers and bell	CNR	Highway No. 637, Sudbury, mile 231.43 Bala Subd. (formerly mile 84.31 Sudbury Subd.)	11,120.00
116644—Feb. 8/65	2 Flashers and bell	CPR	Highway No. 38, Township of Hinchbrooke, mile 73.55 Kingston Subd.	10,200.00
116679—Feb. 12/65	2 Flashers and bell	CNR	Finch Ave., Township of Scarborough, mile 54.30 Uxbridge Subd.	7,120.00
116691—Feb. 12/65	2 Flashers and bell	CPR	Between Concessions 2 and 3, Lonsdale Station, mile 79.24 Belleville Subd.	11,900.00
116702—Feb. 16/65	2 Flashers and bell	CPR	Highway 38, Hinchbrooke, mile 71.22 Kingston Subd.	10,200.00
116778—Feb. 23/65	2 Flashers and bell	A.C.& H.B.	Highway No. 583, north of Coppell, mile 285.75 Northern Subd.	7,141.00
116787—Feb. 23/65	2 Flashers and bell	CNR	Highway No. 574, Township of Fox, mile 173.22 Taschereau Subd.	7,120.00
116801—Feb. 23/65	2 Flashers and bell	CPR	6th Line Road, Township of Albion, mile 27.3 MacTier Subd.	9,700.00
116818—Feb. 25/65	2 Flashers and bell	CPR	County Road No. 17, Elmstead, mile 101.03 Windsor Subd.	8,900.00
116856—Mar. 2/65	2 Flashers and bell	CPR	Township of Kingston, mile 96.90 Kingston Subd.	10,200.00
117035—Mar. 22/65	3 Flashers and 2 bells	CNR	Front St., Sarnia, mile 2.01 Point Edward Spur, mile 0.07 Elevator Spur.	12,200.00
117162—Apr. 2/65	2 Flashers and bell	CNR	Michigan Road, Township of Sarnia, mile 67.37 Forest Subd.	7,200.00
117272—Apr. 14/65	2 Flashers and bell	CNR	Highway No. 574, Township of Fox, mile 169.42 Taschereau Subd.	9,242.00
117469—May 11/65	2 Flashers and bell	CPR	County Road No. 27, Cherrywood, mile 191.14 Belleville subd.	10,000.00
117474—May 11/65	2 Flashers and bell	CNR	Speedvale Ave., Guelph, mile 31.57 Fergus Subd.	15,440.00
117494—May 13/65	2 Flashers and bell	CNR	Willow Road, Guelph, mile 31.05 Fergus Subd.	15,120.00
117497—May 13/65	2 Flashers and bell	CNR	Highway No. 574, Brower, mile 174.69 Taschereau Subd.	9,638.00
117646—June 2/65	2 Flashers and bell	CPR	Oxford St., Woodstock, mile 87.64 Galt Subd.	11,200.00
117655—June 2/65	2 Flashers and bell	CPR	Timmins St., North Bay, mile 0.93 Cartier Subd.	10,500.00
117673—June 7/65	2 Flashers and bell	CNR	Passmore Road, Township of Scarborough, mile 53.05 Uxbridge Subd.	14,640.00

117765—June 16/65	2 Flashers and bell	C.&O.	Highway No. 80, near Courtright, mile 60.73 No. 2 Subd.	9,280.00	
117795—June 18/65	2 Flashers and bell	CPR	County Road No. 8, Township of Maidstone, mile 97.73 Windsor Subd.	10,080.00	
117894—June 30/65	2 Flashers and bell	CNR	Highway No. 805, Township of Janes, mile 109.75 Alderdale Subd.	6,080.00	
118010—July 19/65	2 Flashers and bell	CPR	High St., Peterborough, mile 119.09 Havelock Subd.	9,380.00	
118117—July 28/65	2 Flashers and bell	CNR	Main St., Sundridge, mile 182.79 Newmarket Subd.	18,240.00	
118130—July 30/65	2 Flashers and bell	CNR	Union St., Sundridge, mile 184.0 Newmarket Subd.	10,080.00	
118238—Aug. 18/65	2 Flashers and bell	CNR	Allan St., Clifford, mile 6.33 Southampton Subd.	7,360.00	
118346—Aug. 26/65	3 Flashers and bell	CNR	Copeland St., North Bay, mile 62.19 Alderdale Subd.	23,600.00	
	2 Flashers and bell	CNR	Timmins St., North Bay, mile 62.40 Alderdale Subd.		
118556—Sept. 27/65	2 Flashers and bell	CPR	Huron Drive, Desbarats, mile 103.29 Thessalon Subd.	10,500.00	
118674—Oct. 13/65	2 Flashers and bell	CNR	Church Road, Township of Georgina, mile 57.97 Bala Subd.	8,400.00	
118787—Oct. 27/65	2 Flashers and bell	CPR	Elgin County Road No. 37, near Belmont, mile 23.24 St. Thomas Subd.	9,120.00	
118920—Nov. 9/65	2 Flashers and bell	CPR	Elmwood Drive, Township of Thurlow, mile 88.79 Belleville Subd.	11,000.00	
118943—Nov. 10/65	2 Flashers and bell	CPR	Between Concessions 4 and 5, Township of Bayham, mile 28.52 Port Burwell Subd.	9,200.00	
119044—Nov. 19/65	2 Flashers and bell	CNR	Lot 2, between Concessions 6 and 7, Township of Eramosa, mile 39.22 Guelph Subd.	9,600.00	
119136—Nov. 25/65	2 Flashers and bell	CPR	Passmore Ave., Township of Scarborough, mile 177.87 Havelock Subd.	9,740.00	
119177—Nov. 30/65	2 Flashers and bell	CPR	Lindsay Sideroad, Township of Chatham, mile 56.9 Windsor Subd.	10,000.00	
119178—Nov. 30/65	2 Flashers and bell	CNR	East Ave., Stevensville, mile 7.82 Cayuga Subd.	10,240.00	
119184—Nov. 30/65	2 Flashers and bell	CNR	Gilford Road, Township of West Gwillimbury, mile 49.05 Newmarket Subd.	9,360.00	
119201—Dec. 2/65	2 Flashers and bell	CPR	County Road No. 15, Township of Tyendinaga, mile 76.69 Belleville Subd.	10,000.00	
119301—Dec. 10/65	2 Flashers and bell	CPR	Township Road No. 10, Township of Darlington, mile 166.55 Belleville Subd.	11,900.00	

Installation of flashers and bell in lieu of existing protections

116690—Feb. 12/65	2 Flashers and bell in lieu of wigwag and bell	C.&O	Richmond St., Windsor, mile 0.90 No. 1, Subd.	10,544.00	
117622—June 1/65	1 Flasher and bell in lieu of bell and danger sign	CPR	Woodroffe Ave., Ottawa, mile 3.28 Carleton Place Subd.	664.00	
117860—June 28/65	2 Flashers and bell in lieu of wigwag and bell	C.&O	Kent County Road No. 28, Eberts, mile 24.6 No. 2 Subd.	11,864.00	
118261—Aug. 20/65	2 Flashers and bell in lieu of wigwag and bell	T.H. &B.	Primrose Ave., Hamilton, mile 0.99 Belt Line Subd.	6,964.00	

Installation of short arm gates, flashers and bell at unprotected crossings

117048—Mar. 23/65	2 Gates, 2 flashers and bell	CPR	Broadway St. East, Merrickville, mile 114.81 Winchester Subd.	25,500.00	

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1965 (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$
		PROVINCE OF ONTARIO—*Continued*		
Installation of short arm gates, flashers and bell at unprotected crossings				
117468—May 11/65	2 Gates, 2 flashers and bell	T.H. &B.	Birmingham St., Hamilton, mile 2.10 Belt Line Subd.	22,909.00
117482—May 12/65	2 Gates, 2 flashers and bell	CNR	Alma St., Guelph, mile 49.79 Brampton Subd. and mile 29.98 Fergus Subd.	21,040.00
117564—May 21/65	2 Gates, 2 flashers and bell	CPR	4th Line Road, near Campbellville, mile 37.02 Galt Subd.	22,800.00
117569—May 21/65	2 Gates, 2 flashers and bell	T.H. &B. CNR	Depew St., Hamilton, mile 0.55 (T.H.&B.) Belt Line mile 2.27 (CNR) of the Spur	24,160.00
117932—July 7/65	2 Gates, 2 flashers and bell	CNR	Rosebank Road, Township of Pickering, mile 315.95 Oshawa Subd.	21,520.00
118235—Aug. 18/65	2 Gates, 2 flashers and bell	CNR	Appleby Line, Burlington, mile 44.44 Halton Subd.	11,040.00
118237—Aug. 18/65	2 Gates, 2 flashers and bell	CNR	Upper Middle Road, Burlington, mile 45.19 Halton Subd.	11,760.00
118743—Oct. 22/65	2 Gates, 2 flashers and bell	CNR	Hope St., Port Hope, mile 270.05 Oshawa Subd.	20,880.00
119179—Nov. 30/65	2 Gates, 2 flashers and bell	CNR	Elmwood Drive, Township of Thurlow, mile 218.18 Gananoque Subd.	18,400.00
119380—Dec. 21/65	2 Gates, 2 flashers and bell	CNR	Thornton Road, Oshawa, mile 302.19 Oshawa Subd.	33,920.00
Installation of short arm gates in lieu of, or in addition to existing protections				
117007—Mar. 18/65	2 Gates, 2 flashers and bell in lieu of 2 flashers and bell	CPR	Queen St., Metropolitan Toronto, mile 1.21 Canpa Subd.	32,864.00
117273—Apr. 14/65	2 Gates, 2 flashers and bell in lieu of wigwags and bells	CPR	Craig St., Perth, mile 11.02 Belleville Subd.	25,700.00
117817—June 23/65	2 Gates in addition to existing protection	CPR	Wilson St. (Highway No. 43), Perth, mile 12.44 Belleville Subd.	21,500.00
118437—Sept. 13/65	2 Gates, 2 flashers and bell in lieu of 2 wigwags and 2 bells	NYC	Elgin County Road No. 52, near Springfield, mile 100.67 Main Line Subd.	15,815.00
119137—Nov. 25/65	2 Gates in addition to existing protection	NYC	Highway No. 98, Township of Rochester, mile 201.53 N.F. Main Line Subd.	20,752.00
119453—Dec. 28/65	2 Gates, 2 flashers and bell in lieu of 2 wigwags	NYC	County Road No. 20, near Essex, mile 211.04 Main Line Subd.	18,730.00

Improvements to existing protections

116515—Jan.	19/65	Improvements to existing protection	CNR	County Road No. 8A, Township of Normandy, mile 16.45 Owen Sound Subd.	390.00
116587—Jan.	29/65	Improvements to existing protection	CNR	John St., Aylmer, mile 108.39 Cayuga Subd.	21,040.00
116773—Feb.	23/65	Improvements to existing protection	CNR	Highway No. 7, Acton, mile 35.69 Brampton Subd.	5,920.00
116786 Feb.	23/65	2 Gates, 2 flashers, 2 bells in lieu of Gates	CNR	Perth St., Brockville, mile 125.65 Gananoque Subd.	7,680.00
116863—Mar.	2/65	Improvements to existing protection	CNR	George Ave., Windsor, mile 104.49 Chatham Subd.	2,080.00
117189—Apr.	5/65	Improvements to existing protection	NYC	Town Line Road, Township of Windham, mile 70.36 N.F. Main Line Subd.	673.00
117359—Apr.	27/65	Improvements to existing protection	CNR	Highway No. 17, Meadowside, mile 74.29 Alderdale Subd.	5,360.00
117467—May	11/65	Improvements to existing protection	NYC	County Road No. 18, County of Essex, mile 220.56 N.F. Main Line Subd.	4,984.00
117492—May	13/65	Improvements to existing protection	CNR	Highway No. 532, Falkenburg, mile 125.77 Newmarket Subd.	4,960.00
117626—June	1/65	Improvements to existing protection	CNR	Ritson Road and Bond St., Oshawa, mile 1.69 Oshawa Electric Railway	1,120.00
117626—June	1/65	Improvements to existing protection	OER (CNR)	Ritson Road and Bond St., Oshawa, mile 1.69 Oshawa Electric Railway	3,680.00
117774—June	16/65	Improvements to existing protection	CNR	County Road No. 21, south of Floral Park, mile 95.20 Newmarket Subd.	3,360.00
117973—July	14/65	Improvements to existing protection	CNR	Steeles Ave., Townships of North York and Vaughan, mile 12.92 Newmarket Subd.	1,120.00
118017—July	20/65	Improvements to existing protection	CNR	Pape Ave., Toronto, mile 330.96 Oshawa Subd.	800.00
118784—Oct.	27/65	Improvements to existing protection	CNR	Eglinton Ave. East, Scarborough Township, mile 59.49 Uxbridge Subd.	6,160.00
118979—Nov.	12/65	Improvements to existing protection	CNR	Highway No. 7, Sarnia, mile 68.80 Forest Subd.	3,680.00
119282—Dec.	9/65	Improvements to protection	CNR	William Street, London, mile 77.36 Dundas Subd.	2,320.00
119395—Dec.	21/65	Improvements to protection	CNR	Richmond Street, Maple, mile 18.10 Newmarket Subd.	4,640.00
				Adjustments made to cover increased grants for projects approved prior to 1965	47,281.38
				Total	$990,195.38

Installations of flashers and bell at unprotected crossings

PROVINCE OF QUEBEC

116520—Jan.	21/65	2 Flashers and bell	CPR	Gracefield-Messines Road, Blue Sea, mile 65.92 Maniwaki Subd.	10,000.00
116525—Jan.	21/65	2 Flashers and bell	CNR	Highway No. 6, Cap d'Espoir, mile 63.92 Chandler Subd.	9,840.00
116603—Jan.	29/65	2 Flashers and bell	CPR	Station St., Como East, mile 6.35 M. & O. Subd.	9,080.00
116764—Feb.	22/65	2 Flashers and bell	CNR	Rouyn-Beaudry Highway, east of Noranda, mile 100.49 Val d'Or Subd.	8,800.00
116790—Feb.	23/65	2 Flashers and bell	CNR	Dalembert-Clericy Road, Township of Dufresnoy, mile 32.59 Rouyn Subd.	7,600.00
116816—Feb.	25/65	2 Flashers and bell	CNR	Principale St., St-Felix de Valois, mile 16.76 St. Gabriel Subd.	10,400.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1965 (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$
			PROVINCE OF QUEBEC—*Continued*	
Installation of flashers and bell at unprotected crossings				
116949—Mar. 11/65	2 Flashers and bell	CPR	Rock Forest Road, Rock Forest, mile 75.18 Sherbrooke Subd.	9,760.00
116951—Mar. 11/65	2 Flashers and bell	CPR	Petites Terres Road, Pointe-du-Lac, mile 75.28 Trois Rivieres Subd.	8,320.00
116999—Mar. 17/65	2 Flashers and bell	CNR	Bellecombe Road, Township of Rouyn, mile 96.11 Val d'Or Subd.	8,800.00
117083—Mar. 25/65	2 Flashers and bell	CNR	Dalembert-Clericy Road, Township of Dufresnoy, mile 34.69 Rouyn Subd.	7,760.00
117159—Apr. 2/65	2 Flashers and bell	CPR	Langlois St., Deauville, mile 77.5 Sherbrooke Subd.	8,400.00
117161—Apr. 2/65	2 Flashers and bell	CPR	Henri Bourassa St., Papineauville, mile 79.17 Lachute Subd.	15,824.00
117172—Apr. 2/65	2 Flashers and bell	CNR	Shawville-Portage du Fort Highway, Township of Clarendon, mile 56.08 Beachburg Subd.	8,560.00
117276—Apr. 14/65	2 Flashers and bell	CNR	Grande Ligne Road, Township of Douglas, mile 88.40 Chandler Subd.	8,880.00
117294—Apr. 15/65	2 Flashers and bell	CNR	Tache Road, Township of Whitworth, mile 17.15 Temiscouata Subd.	9,920.00
117326—Apr. 22/65	2 Flashers and bell	CPR	Highway No. 48, St-Felix de Valois, mile 16.49 St. Gabriel Subd.	9,920.00
117489—May 13/65	2 Flashers and bell	CPR	Grandes Prairies Road, Vimont, mile 1.47 Trois Rivieres Subd.	7,920.00
117642—June 2/65	2 Flashers and bell	QCR	Highway No. 24, St. Camille, mile 54.84 Chaudiere Subd.	8,400.00
117797—June 18/65	2 Flashers and bell	CPR	Bayonne River Road, Parish of Ste-Genevieve-de-Berthier, mile 44.52 Trois Rivieres Subd.	14,900.00
117829—June 24/65	2 Flashers and bell	CNR	Courville Hill Road, Montmorency, mile 5.77 Murray Bay Subd.	8,640.00
117846—June 24/65	2 Flashers and bell	CPR	Blainville St. West, Sainte-Therese, mile 0.58 Ste. Agathe Subd.	10,160.00
117899—June 30/65	2 Flashers and bell	CNR	Montee des Sources, between Pointe-Claire and Dorval, mile 3.30 Doney Spur.	7,200.00
117901—June 30/65	2 Flashers and bell	CNR	Bellaire Road, Parish of St-Jean-Chrysostome, mile 218.03 Monk Subd.	10,000.00
117919—July 5/65	2 Flashers and bell	QCR	7th Range Road, St-Juste-de-Bretenieres, mile 67.81 Chaudiere Subd.	8,960.00
118087—July 26/65	2 Flashers and bell	CNR	Williamson Road, Haldimand, mile 102.92 Chandler Subd.	13,600.00
118090—July 26/65	2 Flashers and bell	CPR	Range Road No. 8, Piedmont, mile 26.17 Ste. Agathe Subd.	11,360.00
118172—Aug. 10/65	2 Flashers and bell	CNR	Blvd. de la Cité des Jeunes, St-Polycarpe, mile 3.61 Alexandria Subd.	10,240.00
118205—Aug. 13/65	2 Flashers and bell	QCR	Church St., St-Joseph, mile 5.01 Chaudiere Subd.	10,000.00

118333—Aug. 25/65	2 Flashers and bell	CNR	Waterloo-West Shefford Road, Township of Shefford, mile 5.90 Granby Subd.	8,000.00
118345—Aug. 26/65	2 Flashers and bell	CNR	First Range Road, Sayabec, mile 75.93 Mont-Joli Subd.	14,400.00
118432—Sept. 13/65	2 Flashers and bell	CPR	Montee St-Andre, Lafontaine, mile 14.62 Ste.Agathe Subd.	8,960.00
118524—Sept. 23/65	2 Flashers and bell	CPR	Oxford St., Cowansville, mile 7.10 Newport Subd.	14,280.00
118538—Sept. 24/65	2 Flashers and bell	CNR	McCormick Road, New Richmond, mile 68.76 Cascapedia Subd.	8,240.00
118545—Sept. 24/65	2 Flashers and bell	QCR	St. Alphone St., Thetford Mines, mile 2.56 Industrial Spur (HB mile 70.00 Quebec Subd.)	10,016.00
118634—Oct. 8/65	2 Flashers and bell	CNR	Church Road, St-Roch-des-Aulnets, mile 48.41 Montmagny Subd.	10,080.00
118635—Oct. 8/65	2 Flashers and bell	CNR	Chapados Road, Paspebiac, mile 4.72 Chandler Subd.	7,440.00
118726—Oct. 20/65	2 Flashers and bell	CPR	Parish of l'Epiphanie, mile 22.58 Trois Rivieres Subd.	10,520.00
118871—Nov. 4/65	2 Flashers and bell	CNR	Caronnette-Leclerc Road, St. Jean Port-Joli, mile 54.17 Montmagny Subd.	9,280.00
118959—Nov. 10/65	2 Flashers and bell	CPR	Double Range Road, St. Gregoire-le-Grand, mile 15.42 Adirondack Subd.	11,120.00
118965—Nov. 12/65	2 Flashers and bell	CNR	23rd St. (Cantin Ave.), Val St. Michel, mile 12.96 St. Raymond Subd.	8,960.00
119039—Nov. 19/65	2 Flashers and bell	CNR	20th Range Road, Upton, mile 28.18 St-Hyacinthe Subd.	11,280.00
119052—Nov. 19/65	4 Flashers and 2 bells	CNR	Montcalm Blvd., Candiac, mile 79.51 Massena Subd.	8,560.00
119280—Dec. 9/65	2 Flashers and bell	NJR	St-Nicholas Street, Napierville, mile 12.75 Rouses Point Subd.	10,450.00
119363—Dec. 17/65	2 Flashers and bell	CNR	Vallon Road, Neufchatel, mile 10.10 St-Raymond Subd.	8,800.00
119379—Dec. 20/65	2 Flashers and bell	CNR	Station Road, St-Charles de Caplan, mile 78.52 Cascapedia Subd.	10,800.00
119386—Dec. 21/65	2 Flashers and bell	CNR	Caron Street, Ste-Anne-de-Beaupre, mile 20.98 Murray Bay Subd.	11,360.00
119420—Dec. 22/65	2 Flashers and bell	CNR	St. Georges Street, St. Jerome, mile 73.75 Jonquiere Subd.	10,720.00
119424—Dec. 22/65	2 Flashers and bell	CPR	Highway No. 11, Messines, mile 70.23 Maniwaki Subd.	10,000.00
119438—Dec. 24/65	2 Flashers and bell	CNR	Second Range Road, Val Alain, mile 40.02 Drummondville Subd.	13,760.00
119442—Dec. 24/65	2 Flashers and bell	CPR	Highway No. 11, near Farrellton, mile 28.85 Maniwaki Subd.	10,000.00
119447—Dec. 28/65	2 Flashers and bell	CPR	St. Laurent (Highway No. 2), Cap-de-la-Madeleine, mile 1.25 Wayagamack Spur (H.B. mile 84.90 Quebec Subd.)	13,500.00
119456—Dec. 28/65	2 Flashers and bell	CNR	Service Road south of Metropolitan Boulevard, Montreal East, mile 1.89 Marien Avenue Spur (H.B. mile 3.30 Longue Pointe Subd.)	7,400.00
Installation of flashers and bell in lieu of existing protections				
116950—Mar. 11/65	2 Flashers and bell in lieu of wigwags and bells	CPR	Highway No. 41, Saint-Antoine-des-Laurentides, mile 12.05 Ste. Agathe Subd.	2,049.00
117037—Mar. 22/65	2 Flashers and bell in lieu of danger sign and bell	QCR	Massawippi St., Lennoxville, mile 3.42 Newport Subd.	11,440.00
117155—Apr. 2/65	2 Flashers and bell in lieu of danger sign and bell	QCR	Highway No. 50, Ayers Cliff, mile 21.5 Newport Subd.	9,600.00
117163—Apr. 2/65	2 Flashers and bell in lieu of wigwag and bell	CNR	Church Road, St. Antoine de Padoue, mile 91.38 Mont-Joli Subd.	11,520.00
117164—Apr. 2/65	2 Flashers and bell in lieu of danger sign and bell	QCR	Main St., North Hatley, mile 12.3 Newport Subd.	9,360.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1965 (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$
		PROVINCE OF QUEBEC—*Continued*		
Installation of flashers and bell in lieu of existing protections				
117843—June 24/65	2 Flashers and bell in lieu of danger sign and bell	CNR	Nichol Road, Township of Ascot, mile 41.04 Sherbrooke Subd.	6,560.00
119197—Dec. 2/65	2 Flashers and bell in lieu of wig-wag	CPR	Grande Ligne de l'Anse Road, Ste-Madeleine-de-Rigaud, mile 14.19 M. & O. Subd.	7,920.00
119419—Dec. 22/65	2 Flashers and bell in lieu of danger sign and bell	CPR	Highway No. 27, Township of Eaton, mile 5.05 Sawyerville Subd.	7,920.00
Installation of short arm gates, flashers and bell at unprotected crossings				
117050—Mar. 23/65	2 Gates, 2 flashers and bell	CNR	Beaudette River Road, Riviere Beaudette, mile 43.64 Cornwall Subd.	25,200.00
118206—Aug. 13/65	2 Gates, 2 flashers and bell	CPR	St. Elzear Blvd., Vimont, mile 13.78 Park Avenue Subd.	20,560.00
118525—Sept. 23/65	2 Gates, 2 flashers and bell	CPR	Lotbiniere Road, St-Lazare, mile 23.75 Winchester Subd.	27,300.00
Installation of short arm gates in lieu of, or in addition to existing protection				
118793—Oct. 28/65	2 Gates in addition to existing protection	CNR	Simon St., Village of Ste-Madeleine, mile 48.37 St. Hyacinthe Subd.	12,000.00
Improvements to existing protection				
116766—Feb. 22/65	Improvements to existing protection	CNR	Viau St., Montreal, mile 8.75 Longue Pointe Subd.	3,760.00
116862—Mar. 2/65	Improvements to existing protection	CNR	Highway No. 5, Warwick, mile 63.14 Danville Subd.	6,480.00
116883—Mar. 5/65	Improvements to existing protection	CNR	Old Highway No. 49 (St-Germain Ave.), Plessisville, mile 40.54 Danville Subd.	7,120.00
117213—Apr. 7/65	Improvements to protection	CPR	Bonaventure St., Trois Rivieres, mile 82.1 Trois Rivieres Subd.	20,660.00
117577—May 25/65	Improvements to protection	CNR	Alma St., Hebertville, mile 85.84 Jonquiere Subd.	136.00
118054—July 22/65	Improvements to existing protection	CNR	Highway No. 2A (Hebert St.), St-Pascal, mile 25.22 Montmagny Subd.	5,200.00
118217—Aug. 17/65	Improvements to existing protection	CNR	Highway No. 8, Grenmont, mile 16.04 Montford Subd.	3,520.00
118229—Aug. 18/65	Improvements to existing protection	CPR	Highway No. 1, near Magog, mile 89.05 Sherbrooke Subd.	3,040.00
			Adjustments made to cover increased grants for projects approved prior to 1965	6,896.66
			Total	$729,411.66

Installations of flashers and bell at unprotected crossings

117290	Apr. 15/65	2 Flashers and bell	CNR	Maple Ave., Sussex, mile 42.50 Sussex Subd.	11,200.00
117345	Apr. 26/65	2 Flashers and bell	CPR	Highway No. 22, Beveridge, mile 19.58 Tobique Subd.	8,720.00
117563	May 21/65	2 Flashers and bell	CPR	Highway No. 21, Douglas, mile 54.63 Gibson Subd.	10,400.00
117902	June 30/65	2 Flashers and bell	CNR	Highway No. 2, Salisbury, mile 0.92 Albert Subd.	7,600.00
118100	July 27/65	2 Flashers and bell	CNR	Beaverbrook, mile 75.38 Newcastle Subd.	12,400.00
118746	Oct. 22/65	2 Flashers and bell	CNR	Ouellet Range Road, Municipality of Baker Lake, mile 17.96 Monk Subd.	9,520.00
118785	Oct. 27/65	2 Flashers and bell	CPR	Rooth Road, Tracy, mile 49.03 McAdam Subd.	10,320.00
119241	Dec. 7/65				
118792	Oct. 28/65	2 Flashers and bell	CPR	Highway No. 109, Wapske, mile 24.22 Tobique Subd.	8,800.00
118801	Oct. 28/65	2 Flashers and bell	CPR	Highway No. 10, Minto, mile 2.50 Long Spur, off mile 31.1 Minto Subd.	8,480.00
118866	Nov. 4/65	2 Flashers and bell	CPR	River Road, Limestone Siding, mile 8.92 Edmundston Subd.	13,360.00
118978	Nov. 12/65	2 Flashers and bell	CNR	Branch Road, Canaan, mile 6.78 Newcastle Subd.	7,760.00
119048	Nov. 19/65	2 Flashers and bell	CNR	Scott Road, Salisbury, mile 13.11 Sussex Subd.	7,200.00
119050	Nov. 19/65	2 Flashers and bell	CNR	Grangeville Highway, Grangeville, mile 20.47 Newcastle Subd.	7,760.00
119116	Nov. 24/65	2 Flashers and bell	CNR	Waddell Road, Grand Falls, mile 181.76 Napadogan Subd.	10,800.00
119281	Dec. 9/65	2 Flashers and bell	CNR	Tremblay Road, Petit Rocher, mile 120.10 Newcastle Subd.	7,200.00
119284	Dec. 9/65	2 Flashers and bell	CNR	Highway No. 114, Weldon, mile 21.81 Albert Subd.	7,360.00
119288	Dec. 10/65	2 Flashers and bell	CNR	St. Socime Road, Adamsville, mile 18.48 Newcastle Subd.	9,520.00
119297	Dec. 10/65	2 Flashers and bell	CNR	Midgic Highway, near Sackville, mile 5.37 Tormentine Subd.	7,200.00
119341	Dec. 16/65	2 Flashers and bell	CNR	Carleton Street, Fredericton, mile 69.8 Centreville Subd.	9,520.00
119345	Dec. 16/65	2 Flashers and bell	CNR	Thompson Highway, Charlo, mile 155.44 Newcastle Subd.	9,040.00
119350	Dec. 16/65	2 Flashers and bell	CNR	Highway No. 2, Fredericton, mile 67.02 Centreville Subd.	7,280.00
119375	Dec. 20/65	2 Flashers and bell	CPR	Station Road, Grand Bay, mile 9.94 McAdam Subd.	12,080.00
119439	Dec. 24/65	2 Flashers and bell	CNR	Alcida Road, Petit Rocher, mile 121.69 Newcastle Subd.	11,600.00

Installation of flashers and bell in lieu of existing protections

116676	Feb. 12/65	4 Flashers, 2 bells in lieu of manual gates	CNR	Gilbert's Lane and Wright St., St. John, mile 86.12 and mile 86.14 Sussex Subd.	14,800.00
117731	June 10/65	2 Flashers and bell in lieu of wig-wag and bell	CNR	Charlotte St., Fredericton, mile 109.90 Nashwaak Subd.	8,400.00
117732	June 10/65	2 Flashers and bell in lieu of wig-wag and bell	CNR	George St., Fredericton, mile 109.80 Nashwaak Subd.	8,400.00
117890	June 30/65	2 Flashers and bell in lieu of manual gates	CPR	King St., Hartland, mile 64.14 Shogomoc Subd.	9,230.00
119149	Nov. 26/65	2 Flashers and bell in lieu of wig-wag and bell	CNR	Branch Road, Penobsquis, mile 35.75 Sussex Subd.	7,200.00
119426	Dec. 22/65	2 Flashers and bell in lieu of wig-wag and bell	CNR	York Street, Fredericton, mile 69.94 Centreville Subd.	6,960.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1965 (Continued)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$
			PROVINCE OF NEW BRUNSWICK—*Continued*	
Installation of short arm gates in lieu of, or in addition to existing protections				
118789—Oct. 27/65	2 Gates, 2 flashers and bell in lieu of wigwag and bell	CNR	Humphrey Mills Road, Moncton, mile 122.76 Springhill Subd.	20,320.00
Improvements to existing protection				
117920—July 5/65	Improvements to existing protection	CNR	Elmwood Drive, Sunny Brae, mile 123.47 Springhill Subd.	19,920.00
			Adjustments made to cover increased grants for projects approved prior to 1965	19,530.81
			Total	$329,880.81
			PROVINCE OF NOVA SCOTIA	
Installation of flashers and bell at unprotected crossings				
116607—Feb. 1/65	2 Flashers and bell	CNR	Highway No. 10, Pinehurst, mile 9.55 Middleton Subd.	10,720.00
116607—Feb. 1/65	1 Flasher	CNR	Public Road, Pinehurst, mile 9.6 Middleton Subd.	
116694—Feb. 12/65	2 Flashers and bell	CNR	Marble Mountain Road, Cummings, mile 34.36 Sydney Subd.	9,360.00
116792—Feb. 23/65	2 Flashers and bell	CNR	Orangedale Road, Iona, mile 57.41 Sydney Subd.	11,120.00
118191—Aug. 12/65	2 Flashers and bell	DAR	Stark's Road, Newport Station, mile 26.19 Halifax Subd.	14,880.00
118436—Sept. 13/65	2 Flashers and bell	CNR	Beach Hill Road, Hunts Point, mile 8.19 Yarmouth Subd.	8,600.00
118719—Oct. 19/65	2 Flashers and bell	CNR	Caldwell Road, Eastern Passage, mile 18.51 Dartmouth Subd.	7,520.00
118744—Oct. 22/65	2 Flashers and bell	CNR	Middle River Road, County of Lunenburg, mile 51.56 Chester Subd.	9,760.00
118788—Oct. 27/65	2 Flashers and bell	CNR	Walter Hebb's Road, County of Lunenburg, mile 82.13 Chester Subd.	8,800.00
118795—Oct. 28/65	2 Flashers and bell	CNR	Oakland Road, County of Lunenburg, mile 62.49 Chester Subd.	7,520.00
118798—Oct. 28/65	2 Flashers and bell	CNR	Barss Corner Road, County of Lunenburg, mile 15.04 Middleton Subd.	7,520.00
118799—Oct. 28/65	2 Flashers and bell	CNR	River Denys Station Road, County of Inverness, mile 33.12 Sydney Subd.	10,320.00
118800—Oct. 28/65	2 Flashers and bell	CNR	Shore Road, Gunning Cove, mile 62.86 Yarmouth Subd.	7,760.00
118805—Oct. 28/65	2 Flashers and bell	CNR	Carleton Road, Nictaux, mile 51.24 Middleton Subd.	8,480.00

118826—Oct. 29/65	2 Flashers and bell	DAR	Saulnier Road, Saulnierville, mile 54.43 Yarmouth Subd.	8,480.00
118869—Nov. 4/65	2 Flashers and bell	CNR	Northfield Road, County of Lunenburg, mile 71.82 Chester Subd.	7,840.00
118942—Nov. 10/65	2 Flashers and bell	DAR	Eustace Comeau Road, Saulnierville, mile 55.66 Yarmouth Subd.	7,758.00
118991—Nov. 12/65	2 Flashers and bell	CNR	Highway No. 10, County of Lunenburg, mile 0.50 Caledonia Subd.	7,440.00
119058—Nov. 19/65	2 Flashers and bell	CNR	Sand Point Road, Jordan Falls, mile 45.82 Yarmouth Subd.	7,760.00
119098—Nov. 22/65	2 Flashers and bell	CNR	Back Road, County of Colchester, mile 2.15 Hopewell Subd.	9,600.00
119119—Nov. 24/65	2 Flashers and bell	CNR	Alba Station Road, County of Inverness, mile 42.32 Sydney Subd.	7,520.00
119121—Nov. 24/65	2 Flashers and bell	DAR	Park St., Kingston, mile 23.48 Kentville Subd.	14,991.00
119143—Nov. 25/65	2 Flashers and bell	DAR	Waterville St., Waterville, mile 9.01 Kentville Subd.	13,230.00
119144—Nov. 25/65	2 Flashers and bell	CNR	Orangedale-Alba Road, Alba, mile 46.16 Sydney Subd.	8,400.00
119196—Dec. 2/65	2 Flashers and bell	CNR	MacArthur Road, Inverness County, mile 28.38 Sydney Subd.	9,360.00
119247—Dec. 8/65	2 Flashers and bell	DAR	Cornwallis Street, Kentville, mile 56.5 Halifax Subd.	13,040.00
119272—Dec. 9/65	2 Flashers and bell	CNR	Nictaux Road, Nictaux, mile 51.87 Middleton Subd.	7,760.00
119285—Dec. 10/65	2 Flashers and bell	CNR	White Hill Road, Pictou County, mile 28.91 Hopewell Subd.	7,600.00
119337—Dec. 16/65	2 Flashers and 2 bells	DAR	Aberdeen Street, Kentville, mile 56.6 Halifax Subd.	13,200.00

Installation of flashers and bell in lieu of existing protections

116604—Jan. 29/65	2 Flashers and bell in lieu of bell and danger sign	CNR	Middle Road, Debert, mile 12.07 Springhill Subd.	8,200.00
117160—Apr. 2/65	2 Flashers and bell in lieu of wigwag and bell	CNR	Bridge St., Stellarton, mile 41.12 Hopewell Subd.	8,720.00
118006—July 19/65	2 Flashers and bell in lieu of bell and danger sign	CNR	Greenville, mile 35.24 Springhill Subd.	6,800.00
118199—Aug. 13/65	2 Flashers and bell in lieu of wigwag and bell	CNR	Lower Greenville Road, Westchester, mile 33.85 Springhill Subd.	7,440.00
118218—Aug. 17/65	2 Flashers and bell in lieu of wigwag and bell	CNR	Debert Station, mile 10.62 Springhill Subd.	7,520.00

Installation of short arm gates, flashers and bell at unprotected crossings

118708—Oct. 19/65	2 Gates, 2 flashers and bell	CNR	Higgins Mill Road, near Belmont, mile 6.43 Springhill Subd.	15,360.00
119309—Dec. 13/65	2 Gates, 2 flashers and bell	CNR	Pleasant Street, Truro, mile 63.67 Bedford Subd.	20,000.00

Installation of short arm gates in lieu of, or in addition to existing protection

118146—Aug. 3/65	2 Gates, 2 flashers and bell in lieu of wigwag and bell	CNR	Shore Drive, Bedford, mile 10.32 Bedford Subd.	18,000.00
			Adjustments made to cover increased grants for projects approved prior to 1965	2,376.09
			Total	$ 360,755.09

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1965 (Concluded)

Order No. and Date	Type of Protection	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$
			PROVINCE OF PRINCE EDWARD ISLAND	
Installations of flashers and bell at unprotected crossings				
116721—Feb. 17/65	2 Flashers and bell	CNR	Near Elliott Station, mile 25.93 Kensington Subd.	8,720.00
Installation of flashers and bell in lieu of existing protections				
116891—Mar. 5/65	2 Flashers and bell in lieu of wig-wag and bell	CNR	Highway No. 22, Mount Stewart, mile 0.64 Georgetown Subd.	8,080.00
118224—Aug. 17/65	2 Flashers and bell in lieu of wig-wag and bell	CNR	St. Eleanors, mile 1.92 Tignish Subd.	6,800.00
118300—Aug. 23/65	2 Flashers and bell in lieu of wig-wag and bell	CNR	Anderson Road, Kinkora, mile 3.77 Borden Subd.	10,800.00
119336—Dec. 16/65	2 Flashers and bell in lieu of wig-wag and bell	CNR	Charlottetown Road, near Kensington, mile 38.44 Kensington Subd.	7,440.00
			Total	$ 41,840.00
			PROVINCE OF NEWFOUNDLAND	
Improvements to existing protection				
119418—Dec. 22/65	Improvement to protection	CNR	Notre Dame Junction Road, Notre Dame, mile 244.73 Clarenville Subd.	2,560.00
			Adjustments made to cover increased grants for projects approved prior to 1965	2,232.07
			Total	$ 4,792.07
			GRAND TOTAL	$3,378,860.57

TABLE 6 INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION WHICH DID NOT QUALIFY FOR A GRANT FROM THE RAILWAY GRADE CROSSING FUND—1965

Order No. and Date	Type of Protection	Railway	Location
	PROVINCE OF BRITISH COLUMBIA		
116785 -Feb. 23/65	Traffic signals	CPR	Wallinger Avenue and Ross Street, Kimberley, mile 17.8 Kimberley Subd.
117588 -May 27/65	Improvements to existing protection	CNR	Boundary Road, between City of Vancouver and the District of Burnaby, mile 152.7 Cascade Subd.
117740—June 11/65	Improvements to existing protection	CPR	Highway No. 18, Duncan, mile 39.70 Victoria Subd.
119109—Nov. 24/65	4 Flashers and 2 bells	CNR	Prince Rupert, mile 92.90 Skeena Subd.
	PROVINCE OF ALBERTA		
117166—Apr. 2/65	2 Flashers and bell	CNR	Highway No. 35, in S.E.¼ of Sec. 3, Twp. 93, Rge. 23, W5M, mile 64.60 Great Slave Lake Railway.
117180—Apr. 5/65	2 Flashers and bell	CNR	Highway No. 35, in N.W.¼ of Sec. 7, Twp. 94, Rge. 22, W5M, mile 75.67 Great Slave Lake Railway.
117181—Apr. 5/65	2 Flashers and bell	CNR	Highway No. 35, in Twp. 98, Rge. 22, W5M, mile 108.92 Great Slave Lake Railway.
117182 Apr. 5/65	2 Flashers and bell	CNR	Highway No. 35, in Twp. 109, Rge. 20, W5M, mile 177.25 Great Slave Lake Railway.
117186 Apr. 5/65	2 Flashers and bell	CNR	Highway No. 35, in Twp. 118, Rge. 20, W5M, mile 248.52 Great Slave Lake Railway.
117193—Apr. 5/65	2 Flashers and bell	CPR	48th Avenue, Calgary, mile 5.03 Red Deer Subd.
117266 Apr. 14/65	2 Flashers and bell	NAR	Highway No. 470H, between S.E.¼ of Sec. 20 and S.W.¼ of Sec. 21, Twp. 66, Rge. 14, W4M, mile 107.51 Lac la Biche Subd.
117374—Apr. 28/65	2 Flashers and bell	CNR	149th Street, Edmonton, mile 5.88 "B" Line, Edmonton Terminal Subd.
118412—Sept. 9/65	2 Flashers and bell	CNR	Access Road, Calgary, mile 2.74 Calgary Terminal Line.
119105—Nov. 22/65	2 Flashers and bell	CPR	Between S.W.¼ of Sec. 2, Twp. 34, Rge. 26, W4M and N.W.¼ of Sec. 35, Twp. 33, Rge. 26, W4M, mile 0.71 of Branch Line which commences at mile 27.91 Acme Subd.
	PROVINCE OF SASKATCHEWAN		
116563 Jan. 27/65	Improvements to existing protection	CPR	4th Avenue, Regina, mile 0.5 Lanigan Subd.
117726—Jan. 10/65	2 Flashers and bell	CNR	Highway No. 5, in N.W.¼ of Sec. 31, Twp. 49, Rge. 27, W3M, mile 81.97 Blackfoot Subd.
118156—Aug. 6/65	4 Flashers and 2 bells	CNR	Highway No. 2, South of Prince Albert, mile 103.12 Cudworth Subd.
118272—Aug. 20/65	2 Flashers and bell	CPR	Highway No. 14, between Secs. 35 and 26, Twp. 36, Rge. 8, W3M, mile 0.32 of Branch Line which commences at mile 16.42 Wilkie Subd.

TABLE 6—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION WHICH DID NOT QUALIFY FOR A GRANT FROM THE RAILWAY GRADE CROSSING FUND—1965 (Concluded)

Order No. and Date	Type of Protection	Railway	Location
	PROVINCE OF MANITOBA		
117267—Apr. 14/65	4 Flashers and 2 bells	CNR	Highway No. 101, Rural Municipality of Springfield, mile 5.29 Pine Falls Subd.
118444—Sept. 14/65	2 Flashers and bell	CNR	McGillivray Boulevard, Rural Municipality of Fort Garry, mile 0.89 Letellier Subd.
	PROVINCE OF ONTARIO		
116701—Feb. 16/65	2 Flashers, 2 short arm gates and bell	CPR	Highway No. 599, Township of Ignace, mile 145.74 Kaministiquia Subd.
116803—Feb. 23/65	2 Flashers and bell	CNR	Lot 21, Con. 12, Township of Orillia, mile 94.5 Bala Subd.
116905—Mar. 8/65	Improvements to existing protection	CNR	Steeles Avenue, County of Peel, mile 17.64 Brampton Subd.
117791—June 18/65	Short arm gates in addition to existing protection	CPR	Oak Street, Weston, mile 4.64 MacTier Subd.
118157—Aug. 6/65	Improvements to existing protection	CNR	Davis Drive, Newmarket, mile 34.12 Newmarket Subd.
118209—Aug. 16/65	Improvements to existing protection	CPR	Highway No. 23, Township of Elma, mile 74.98 Goderich Subd.
118712—Oct. 19/65	2 Flashers and bell	CPR	Highway No. 550, District of Algoma.
118768—Oct. 25/65	2 Flashers and bell	CNR	LaSalle Road, Sarnia, mile 4.34 St. Clair River Industrial Spur.
118855—Nov. 2/65	2 Flashers and bell	CNR	County Road No. 4, County of Lambton, mile 6.09 St. Clair River Industrial Spur.
118917—Nov. 9/65	Improvements to existing protection	CNR	Highway No. 8, Niagara Falls, mile 1.21 Welland Subd.
118985—Nov. 12/65	2 Flashers and bell	CPR	Trent River Highway, Trenton, mile 1.10 Trenton Business Spur.
119083—Nov. 19/65	Improvements to existing protection	CPR	Finch Avenue, Township of North York, mile 7.81 MacTier Subd.
119158—Nov. 29/65	2 Flashers and bell	CNR	Highway No. 80, Township of Moore, mile 11.16 St. Clair River Industrial Spur.
119173—Nov. 29/65	Improvements to existing protection	CNR	Caradoc Street, Strathroy, mile 19.85 Strathroy Subd.
	PROVINCE OF QUEBEC		
116545—Jan. 25/65	2 Flashers and bell	CNR	Ste. Anne Boulevard, Sorel, mile 45.6 Sorel Subd.
117204—Apr. 6/65	2 Flashers and bell	CNR	23rd Avenue, Lachine, mile 1.83 Cote de Liesse Spur.
117384—Apr. 30/65	2 Flashers and bell	CPR	Shevchenko Boulevard, La Salle, mile 2.15 La Salle Loop Line.
117635—June 1/65	Improvements to existing protection	CPR	Ste. Anne Street, St. Clet, mile 29.73 Winchester Subd.
117668—June 4/65	2 Flashers and bell	CNR	Bridge Street, Montreal, on trackage commencing at mile 72.4 St. Hyacinthe Subd.
117739—June 11/65	2 Flashers and bell	CNR	Boucherville, mile 6.70 Sorel Subd.
117849—June 25/65	2 Flashers and bell	CPR	Jacques Cartier Street, Cowansville, mile 6.62 Newport Subd.
117884—June 29/65	2 Flashers and bell	CNR	Alexandre Street, Salaberry-de-Valleyfield, mile 51.67 Valleyfield Subd.

118662—Oct.	13/65	2 Flashers and bell	CPR	Pere Sylvain Street, Trois-Rivieres-Ouest, mile 80.09 Trois-Rivieres Subd.
118807—Oct.	28/65	2 Flashers and bell	CNR	Hickmore Street, St. Laurent, mile 1.07 Cote de Liesse Spur.
118860—Nov.	2/65	4 Flashers and 2 bells	CNR	Highway No. 1, on trackage which commences at mile 44.0 Granby Subd.
119104—Nov.	22/65	4 Flashers and 2 bells	CPR	General Motors Boulevard, Ste. Therese Ouest, mile 21.48 Lachute Subd.
119436—Dec.	23/65	Traffic signals	CPR	Highway No. 2, Lachine, opposite mile 43.4 Adirondack Subd.
119456—Dec.	28/65	2 Flashers and bell	CNR	Service Road North of Metropolitan Boulevard, Montreal East, mile 1.93 Marien Avenue Spur.
119457—Dec.	28/65	2 Flashers and bell	CNR	Parish of L'Assomption, mile 118.07 Joliette Subd.
119481—Dec.	30/65	4 Flashers and 2 bells	CPR	City of Joliette, mile 5.52 St. Gabriel Subd.

PROVINCE OF NEW BRUNSWICK

117850—June	25/65	Improvements to existing protection	CPR	Raynes Avenue, Lancaster, mile 0.26 West St. John Subd.

PROVINCE OF NOVA SCOTIA

NIL

PROVINCE OF PRINCE EDWARD ISLAND

NIL

PROVINCE OF NEWFOUNDLAND

NIL

TABLE 7—IMPROVEMENTS TO VISION AND/OR APPROACH GRADES FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1965

Order No. and Date	Type of Improvement	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$
			PROVINCE OF BRITISH COLUMBIA	
116613—Feb. 1/65	Visions and south approach	CNR	Kenney Street (Highway No. 16), Terrace, mile 1.15 Skeena Subd.	3,880.00
119314—Dec. 13/65	Approaches	CPR	2nd Street East, Grand Forks, mile 93.97 Boundary Subd.	2,980.00
			Adjustments made to cover increased grants for projects approved prior to 1965	142.79
			Total	$ 7,002.79
			PROVINCE OF ALBERTA	
116657—Feb. 10/65 119145—Nov. 25/65	Visions	CNR	County of Thorhild No. 7, mile 43.95 Coronado Subd.	1,520.14
116802—Feb. 23/65	Visions	CNR	West of N.W.¼, Sec. 34, Twp. 28, Rge. 25, W4M, Municipal District of Rocky View No. 44, mile 86.51 Three Hills Subd.	960.00
117028—Mar. 19/65	Visions	CNR	North of N.W.¼, Sec. 36, Twp. 40, Rge. 14, W4M, Municipal District of Flagstaff No. 62, mile 53.25 Alliance Subd.	900.00
117237—Apr. 9/65	Visions	CNR	North of N.W.¼, Sec. 36, Twp. 56, Rge. 23, W4M, County of Sturgeon No. 15, mile 20.87 Coronado Subd.	2,080.00
117342—Apr. 26/65	Visions	NAR	District Highway No. 616B, near Flatbush, mile 92.84 Edmonton Subd.	200.00
117753—June 15/65	Approaches	CNR	Delia, mile 22.13 Drumheller Subd.	2,510.00
117805—June 22/65	Visions and approaches	CNR	South of Sec. 21, Twp. 39, Rge. 26, W4M, County of Lacombe No. 14, mile 25.20 Brazeau Subd.	1,525.60
117878—June 29/65	Visions and south approach	CNR	North ½ of Sec. 10, Twp. 54, Rge. 23, W4M, County of Sturgeon No. 15, mile 118.86 Vegreville Subd.	960.00,
117879—June 29/65	Visions	CNR	North of Sec. 10, Twp. 54, Rge. 23, W4M. County of Sturgeon No. 15, mile 118.85 Vegreville Subd.	1,530.00
118331—Aug. 25/65	West approach	CPR	Between N.E.¼, Sec. 34, Twp. 5, and S.E.¼, Sec. 3, Twp. 6, Rge. 29, W4M, Municipal District of Pincher Creek No. 9, mile 8.93 Brocket Southerly Branch	1,230.00
118884—Nov. 5/65	Visions	CNR	Local Road 369F, near Leslieville, mile 75.73 Brazeau Subd.	1,280.00
119293—Dec. 10/65	Visions	CNR	Municipal District of Starland No. 47, mile 92.70 Stettler Subd.	1,418.80
			Adjustments made to cover increased grants for projects approved prior to 1965	2,687.90
			Total	$ 18,802.44

PROVINCE OF SASKATCHEWAN

119059—Nov. 19/65	Visions	CPR	Between Sec. 34, Twp. 28, Rge. 25, W2M and Sec. 3, Twp. 29, Rge. 25, W2M, Simpson, mile 65.68 Colonsay Subd.	120.00
			Total	$ 120.00

PROVINCE OF MANITOBA

NIL

PROVINCE OF ONTARIO

116515—Jan. 19/65	East approach	CNR	County Road No. 8A, Township of Normandy, mile 16.45 Owen Sound Subd.	2,160.00
116620—Feb. 2/65	Visions and approaches	CPR	Between Lots 3 and 4, Concession 5, Township of Awrey, mile 58.01 Cartier Subd.	11,660.00
117049—Mar. 23/65	Visions and approaches	CNR	Between Concession 5, Lot 30, Township of Warwick and Concession 5, Lot 1, Township of Adelaide, mile 28.45 Strathroy Subd.	1,600.00
117383—Apr. 30/65	Visions and approaches	CNR	Between Lots 18 and 19, Concessions 12 and 13, Township of Windham, mile 80.16 Cayuga Subd.	1,360.00
117472—May 11/65	Visions and approaches	CNR	Between Lots 6 and 7, Concession 5, S.E.R., Township of Warwick, mile 37.65 Strathroy Subd.	2,800.00
117564—May 21/65	Approaches	CPR	4th Line Road, near Campbellville, mile 37.02 Galt Subd.	4,880.00
117603—May 28/65	Visions and north approach	CPR	Townline Road, Townships of Calvin and Papineau, mile 78.47 North Bay Subd.	800.00
117622—June 1/65	Improvements to crossing	CPR	Woodroffe Ave., Ottawa, mile 3.28 Carleton Place Subd.	100.00
117780—June 17/65	Visions	CPR	South Gower Township Road, near Kemptville, mile 24.6 Prescott Subd.	184.00
117806—June 22/65	Visions	CNR	Halbeck's Road, Township of Elizabethtown, mile 129.91 Gananoque Subd.	1,360.00
117932—July 7/65	Approaches	CNR	Rosebank Road, Township of Pickering, mile 315.95 Oshawa Subd.	12,265.00
118202—Aug. 13/65	Visions and approaches	CPR	Township of Roxborough, mile 62.26 Winchester Subd.	4,480.00
118216—Aug. 17/65	Visions and approaches	CNR	Concessions 12 and 13, Township of Blandford, mile 17.31 Drumbo Subd.	1,480.00
118281—Aug. 20/65	Visions and approaches	CNR	Golf Course Road, Township of Wainfleet, mile 23.46 Dunnville Subd.	4,700.00
118548—Sept. 24/65	Visions and north approach	CPR	Between Concessions 2 and 3, Township of West Zorra mile 95.66 Galt Subd.	9,280.00
118574—Sept. 28/65	Approaches	NYC	Essex County Road No. 20, near Essex, mile 211.04 Main Line Subd.	3,200.00
118667—Oct. 13/65	Approaches	NYC& C&O	Willey Sideroad, Township of Dunwich, mile 131.47 Main Line Subd. (NYC) mile 111.3 No. 1 Subd. (C & O)	2,940.00
118677—Oct. 14/65	Approaches	NYC& C&O	Coyne Road, Township of Dunwich, mile 135.98 Main Line Subd. (NYC) mile 106.8 No. 1 Subd. (C & O)	2,750.00

TABLE 7 IMPROVEMENTS TO VISION AND/OR APPROACH GRADES FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1965 (Concluded)

Order No. and Date	Type of Improvement	Railway	Location	Commitment from the Railway Grade Crossing Fund
				$
			PROVINCE OF ONTARIO—*Continued*	
118824—Oct. 29/65	Approaches	NYC& C&O	Townline Road, between Townships of Dunwich and Aldborough, mile 138.20 Main Line Subd. (NYC) mile 104.60 No. 1 Subd. (C & O)	2,570.00
118864—Nov. 3/65	Approaches	CNR	No. 12 Sideroad, Township of Caradoc, mile 6.84 Longwood Subd.	1,665.00
118891—Nov. 5/65	Visions and approaches	CNR	Between Cons. 8 and 9, Lot 16, Township of Caradoc, mile 17.59 Strathroy Subd.	3,025.00
118899—Nov. 8/65	Approaches	CNR	Between Cons. 3 and 4, Lot 1, Township of Lobo, mile 12.36 Strathroy Subd.	2,556.00
118904—Nov. 8/65	Approaches	CNR	Between Lots 1, Con. 4, west of Komoka, mile 12.56 Strathroy Subd.	1,896.00
119056—Nov. 19/65	Visions	CNR	Between Lots 15 and 16, Con. 10, Township of South Algona, mile 74.87 Renfrew Subd.	1,080.00
119278—Dec. 9/65	Improvements to approaches	CNR	No. 12 Sideroad, Township of Mosa, mile 32.14 Chatham Subd.	5,072.00
119279—Dec. 9/65	Approaches	CNR	No. 4 Sideroad, Township of Mosa, mile 29.11 Chatham Subd.	7,128.00
119301—Dec. 10/65	Approaches	CPR	Township Road No. 10, Township of Darlington, mile 166.55 Belleville Subd.	11,910.00
			Adjustments made to cover increased grants for projects approved prior to 1965	2,530.24
			Total	$ 107,431.24
			PROVINCE OF QUEBEC	
117014—Mar. 18/65	Visions	CNR	Estimauville Street, Quebec, mile 1.91 Murray Bay Subd.	400.00
117299—Apr. 20/65	East grade	CPR	Township of Magog, mile 80.76 Sherbrooke Subd.	10,890.00
117558—May 21/65	South approach	CPR	St. Isidore Range Road, near Nantes, mile 9.9 Megantic Subd.	1,666.00
117607—May 31/65	North approach	CNR	Front Range 8 Road, Parish of St. Cajetan d'Armagh, mile 169.94 Monk Subd.	1,050.00
117829 June 24/65	Improvements to crossing	CNR	Courville Hill Road, Montmorency, mile 5.77 Murray Bay Subd.	3,840.00
118352—Aug. 26/65	Visions	CNR	Route de l'Eglise, Township of Maria, mile 52.55 Cascapedia Subd.	800.00
119361—Dec. 17/65	Approach grades	CNR	Bataille Road, Laprairie, mile 31.62 Rouses Point Subd.	4,855.00
			Adjustments made to cover increased grants for projects approved prior to 1965	1,555.64
			Total	$ 25,056.64

PROVINCE OF NEW BRUNSWICK

NIL

PROVINCE OF NOVA SCOTIA

119175—Nov. 29/65	Visions	CNR	Near Hunt's Point, mile 8.41 Yarmouth Subd.	960.00
			Total	$ 960.00

PROVINCE OF PRINCE EDWARD ISLAND

NIL

PROVINCE OF NEWFOUNDLAND

NIL

GRAND TOTAL ..... $ 159,373.11

TABLE 8—GRADE SEPARATIONS AND UTILITIES APPROVED AND THE APPORTIONMENT OF COST IS RESERVED—1965

Order No. and Date	Type of Project	Railway	Location
		PROVINCE OF ONTARIO	
118612—Oct. 5/65	Utility (1)	CNR	Highway No. 8, Niagara Falls, mile 3.78 Grimsby Subd.
119165—Nov. 29/65	Utilities (2)	CNR	Highway No. 122, Township of Toronto, mile 16.62 Oakville Subd.
		PROVINCE OF QUEBEC	
116688—Feb. 12/65	Utilities (2)	CNR CPR	Montee St. Charles, Beaconsfield.
116807—Feb. 24/65	Utilities (3)	CNR	Highway No. 9B, Lafleche, mile 69.29 St. Hyacinthe Subd.
		PROVINCE OF NEWFOUNDLAND	
118472—Sept. 17/65	Overhead bridge	CNR	Trans-Canada Highway, Steady Brook, mile 399.12 Bishop's Falls Subd.

SUMMARY

TABLE 9—SUMMARY OF CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS, DIVERSIONS AND RELOCATIONS OF UTILITY PLANTS APPROVED—1965

Type of Project		B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Totals
Overhead Bridges	With Grant	1	.....	.....	.....	3	3	.....	.....	.....	.....	7
	Without Grant	1	3	3	1	8	13	1	2	.....	3	35
	Cost Reserved	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Subways	With Grant	.....	2	.....	.....	11	3	.....	.....	.....	.....	16
	Without Grant	1	2	.....	.....	4	14	1	.....	.....	.....	22
Reconstruction of Overhead Bridges	With Grant	.....	2	.....	1	8	1	.....	1	.....	.....	13
	Without Grant	.....	.....	.....	.....	3	1	.....	.....	.....	.....	4
Reconstruction of Subways	With Grant	1	.....	.....	.....	3	2	.....	.....	.....	.....	6
	Without Grant	.....	2	.....	.....	1	1	.....	.....	.....	.....	4
Utilities	With Grant	.....	4	.....	.....	46	10	.....	2	.....	.....	62
	Cost Reserved	.....	.....	.....	.....	3	5	.....	.....	.....	.....	8
Diversions	With Grant	.....	.....	.....	.....	.....	2	1	1	.....	.....	4
Pedestrian Overheads and Subways	Without Grant	1	.....	.....	.....	2	2	.....	1	.....	.....	6
Reconstruction of Pedestrian Subway	With Grant	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
TOTALS		5	15	3	2	93	57	3	7	.....	4	189

TABLE 10—SUMMARY OF INSTALLATIONS OF AUTOMATIC PROTECTIONS AND IMPROVEMENTS TO CROSSINGS APPROVED—1965

Type of Protection		B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	N.W.T.	Totals
Flashers and bell	With grant	19	36	11	23	46	52	23	29	1	.....	.....	240
	Without grant	1	10	3	2	6	14	.....	.....	.....	.....	.....	36
Short arm gates, flashers and bell	With grant	.....	2	.....	4	11	3	.....	2	.....	.....	.....	22
	Without grant	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Flashers and bell in lieu of existing protection	With grant	1	.....	.....	.....	4	8	6	5	4	.....	.....	28
Short arm gates and flashers in lieu of, or in addition to existing protections	With grant	.....	.....	.....	.....	6	1	1	1	.....	.....	.....	9
	Without grant	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Improvements to existing protection	With grant	2	.....	2	2	19	8	1	.....	.....	1	.....	35
	Without grant	3	.....	1	.....	5	2	1	.....	.....	.....	.....	12
Improvements to vision and/or of approach grades	With grant	2	12	1	.....	27	7	.....	1	.....	.....	.....	50
	Without grant	.....	18	12	18	28	21	.....	3	1	.....	1	102
Widening and other improvements to crossings	Without grant	9	33	35	29	97	62	6	4	1	.....	.....	276
Crossings to be protected by flagman		.....	.....	.....	.....	6	3	3	4	.....	.....	.....	16
Totals		37	111	65	78	258	181	41	49	7	1	1	829

Installation of Reflectorized Crossing Signs With Grant	2,475
Installation of Reflectorized Crossing Signs Without Grant	151
Relocation of Reflectorized Crossing Signs With Grant	224
Relocation of Reflectorized Crossing Signs Without Grant	5

TABLE 11—SUMMARY OF VARIOUS OTHER WORKS APPROVED—1965

Type of Work	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	N.W.T.	Totals
CONSTRUCTION ORDERS												
New Highway Crossings Approved	29	32	38	19	45	43	10	7	.....	.....	1	224
Highway Crossings to be Closed	12	14	15	2	24	15	6	3	.....	1	.....	92
New Pedestrian Crossings Approved	1	1	.....	1	1	1	.....	.....	.....	.....	.....	5
Railway Bridges (Over Rivers, Creeks, Canals)	9	3	.....	4	4	5	.....	.....	.....	.....	.....	25
Trackage Serving Industries	5	9	5	2	11	3	.....	.....	.....	.....	.....	35
New Location of Railway Lines	.....	1	2	.....	.....	2	.....	.....	.....	.....	.....	5
Relocation of Railway Lines	.....	4	2	1	2	1	1	.....	.....	.....	.....	11
Railway Connections	1	.....	1	.....	2	.....	.....	.....	.....	.....	.....	4
Restricted Clearances	9	1	2	.....	11	9	1	3	1	1	.....	38
OPERATING ORDERS												
Over and/or Under (Bridges and Subways)	14	11	2	6	41	35	5	5	.....	3	.....	122
Trackage Serving Industries	5	9	5	4	21	3	3	4	1	2	.....	57
Opening of New Lines for Carriage of Traffic	.....	1	2	1	1	4	.....	.....	.....	.....	.....	9
Interlockers	.....	.....	5	1	2	3	.....	.....	.....	.....	.....	11
Abandonment of Operation of Railway Lines	.....	.....	.....	1	10	1	.....	.....	.....	.....	.....	12
SIGNAL ORDERS												
CTC and Block Signals (including changes)	1	1	8	2	13	6	.....	.....	.....	.....	.....	31
Interlockers (including changes)	.....	.....	3	4	4	2	.....	.....	.....	.....	.....	13
MISCELLANEOUS WORKS*	26	80	67	62	243	101	23	14	4	6	1	627
TOTALS	112	167	157	110	435	234	49	36	6	13	2	1,321

*Includes approvals of Fencing; Pipe Crossings; Increased Grants from Fund; Location of Telephone Lines; Amending and Rescinding Orders; etc.

TABLE 12—SUMMARY OF HIGHWAY-RAILWAY CROSSINGS IN CANADA UNDER THE BOARD'S JURISDICTION BY TYPE OF PROTECTION AS AT DECEMBER 31, 1965

Type of Protection	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Total
Subways	49	91	51	45	534	287	43	45	4	3	1,152
Overhead Bridges	121	60	38	22	531	161	59	46	1	21	1,060
Pedestrian Grade Separation	7	3	2	2	34	16	1	2	.....	1	68
Gates & Flashers (auto. controlled)	18	29	11	41	342	68	3	6	.....	.....	518
Gates & Flashers (man. controlled)	1	2	.....	.....	34	8	4	2	.....	.....	51
Flashers	174	281	167	179	1,219	829	221	315	24	22	3,431
Wigwags	2	1	3	1	138	10	15	6	4	.....	180
Manual Gates	1	.....	.....	.....	12	10	.....	3	.....	.....	26
Watchmen	2	.....	.....	1	10	.....	.....	2	.....	.....	15
Flagged by Train Crew	22	1	4	4	89	45	11	21	.....	.....	197
Other protection	5	1	2	1	27	6	5	9	3	1	60
Reflectorized Signs	709	2,470	3,857	1,988	4,117	1,783	496	391	107	165	16,083
Standard Crossings Signs	418	1,648	3,796	1,836	1,490	260	154	208	131	95	10,036
TOTALS	1,529	4,587	7,931	4,120	8,577	3,483	1,012	1,056	274	308	32,877

OPERATING DEPARTMENT

TABLE 1 PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED ON RAILWAYS UNDER THE BOARD'S JURISDICTION FOR YEAR ENDED DECEMBER 31st, 1965

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Canadian National	2	611	13	1246	134	435	2090	149	2292
Canadian Pacific	.....	366	9	837	72	186	1164	81	1389
Algoma Central	.....	1	.....	11	2	3	15	2	15
Chesapeake & Ohio	.....	.....	.....	3	3	4	6	3	7
Cumberland	.....	.....	.....	24	.....	.....	24	.....	24
Dominion Atlantic	.....	12	.....	6	.....	4	10	.....	22
Essex Terminal	.....	.....	.....	1	.....	.....	1	.....	1
Grand River	.....	.....	.....	.....	.....	1	1	.....	1
Great Northern	.....	5	.....	10	1	4	19	1	19
Napierville Junction	.....	2	.....	.....	.....	4	5	.....	6
New York Central	.....	.....	.....	5	2	6	7	2	11
Nipissing Central	.....	.....	2	12	1	1	3	3	13
Northern Alberta	.....	1	.....	54	1	8	58	1	63
Quebec Central	.....	.....	.....	2	.....	4	5	.....	6
Quebec, North Shore & Labrador	.....	.....	1	1	.....	.....	2	1	1
Shawinigan Falls Terminal	.....	.....	.....	.....	.....	1	1	.....	1
Toronto, Hamilton & Buffalo	.....	.....	.....	2	.....	8	8	.....	10
Toronto Terminals	.....	.....	1	1	.....	.....	2	1	1
Totals	2	998	26	2215	216	669	3421	244	3882

TABLE NO. 2—NATURE OF ACCIDENTS AND NUMBER PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31st, 1965.

Classification of Accidents	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Derailment	21	1	104	8	2	186	.....	.....	.....	29	3	290
Collision head-on	1	.....	19	1	.....	2	2	2	24	4	2	45
Collision rear-end	3	2	10	2	1	4	.....	.....	.....	5	3	14
Collision, miscellaneous	.....	.....	.....	1	.....	2	.....	.....	.....	1	.....	2
Collision with cars account open switch	.....	.....	.....	1	.....	6	.....	.....	.....	1	.....	6
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards	9	.....	11	9	1	12	1	.....	1	19	1	24
Sideswipe—not including yard movements	2	.....	4	1	.....	5	.....	.....	.....	3	.....	9
Public highway crossing protected by gates—manual	6	.....	6	.....	.....	.....	.....	.....	.....	6	.....	6
Public highway crossing protected by gates—automatic	13	8	12	5	1	7	.....	.....	.....	18	9	19
Public highway crossing protected by bell	1	1	.....	1	.....	1	.....	.....	.....	2	1	1
Public highway crossing protected by bell and wigwag	2	2	1	1	.....	1	2	.....	2	5	2	4
Public highway crossing protected by flashing lights and bell	58	20	86	31	17	29	11	2	12	100	39	127
Public highway crossing protected by other types of automatic protection	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Public highway crossing otherwise protected	195	60	228	100	33	119	25	6	35	320	99	382
Private crossing	49	10	57	9	1	13	2	.....	2	60	11	72
Trespassing	75	33	48	33	19	15	3	2	1	111	54	64
Working on or about engine	43	.....	43	23	.....	23	3	.....	3	69	.....	69
Miscellaneous	324	2	323	130	.....	132	33	.....	35	487	2	490
Adjusting couplers, coupling and uncoupling	36	.....	36	27	.....	27	4	.....	4	67	.....	67
Run down by engine or car between stations	1	1	1	2	1	1	.....	.....	.....	3	2	2
Track car accidents	62	1	76	32	.....	41	14	.....	16	108	1	133
Track car struck by train	14	.....	22	6	2	11	.....	.....	.....	20	2	33
Crossing between cars	5	1	4	1	.....	1	1	.....	1	7	1	6
Struck by engine or cars on adjoining track	3	.....	3	6	.....	6	.....	.....	.....	9	.....	9
Struck by switch stand, water spout, mail crane or other projection	10	.....	10	3	.....	3	.....	.....	.....	13	.....	13
Crushed between cars and buildings, lumber piles	4	.....	4	1	.....	1	1	.....	1	6	.....	6
Locomotive accidents where defect involved	5	.....	5	5	.....	5	.....	.....	.....	10	.....	10
Getting on and off passenger trains	123	.....	123	31	.....	31	7	.....	8	161	.....	162
Rough coupling	26	.....	35	18	.....	21	.....	.....	.....	44	.....	56

Classification of Accidents	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Riding on pilot or footboard of engine	1	.....	1	1	.....	1	.....	.....	.....	2	.....	2
Obstructions, overhead and on ground	16	.....	17	8	.....	8	.....	.....	.....	24	.....	25
Falling off top of car	5	.....	5	4	.....	4	.....	.....	.....	9	.....	9
Application and handling of air brakes, starting and stopping of trains, adjusting slack	100	.....	118	86	.....	92	3	.....	3	189	.....	213
Employees getting off train	126	1	125	116	.....	116	12	.....	12	254	1	253
Employees boarding train	53	.....	53	60	.....	60	6	.....	6	119	.....	119
Slipping on ice	58	.....	58	32	.....	32	3	.....	3	93	.....	93
Minor accidents in baggage cars and coaches	445	.....	450	202	.....	206	6	.....	6	653	.....	662
Run down by engine or cars at stations or in yards	17	4	13	14	2	12	4	2	2	35	8	27
Passing too close around end of string of cars	1	.....	1	1	.....	1	.....	.....	.....	2	.....	2
Slipping or falling off side or end ladders of cars	37	1	36	32	.....	32	3	.....	3	72	1	71
Hand brake—accidents while working hand brake	42	.....	42	66	.....	67	12	.....	12	120	.....	121
Handling freight or baggage	16	.....	16	5	.....	5	4	.....	4	25	.....	25
Loading and unloading O.C.S. materials	26	.....	26	13	.....	13	1	.....	1	40	.....	40
Work train equipment	3	.....	3	2	.....	2	.....	.....	.....	5	.....	5
Cars moved while being loaded or unloaded	5	.....	5	1	.....	1	.....	.....	.....	6	.....	6
Coupling or uncoupling hose	16	.....	17	14	1	13	4	.....	4	34	1	34
Turning angle-cock	8	.....	8	7	.....	7	.....	.....	.....	15	.....	15
Falling or jumping off passenger train between stations	4	1	3	4	.....	4	.....	.....	.....	8	1	7
Equipment running away not under control	6	.....	7	5	.....	5	.....	.....	.....	11	.....	12
Individual derailment of equipment in yard tracks	5	.....	5	.....	.....	.....	.....	.....	.....	5	.....	5
Accidents as a result of handling of dangerous commodities	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Fires occurring in passenger train equipment	2	.....	2	.....	.....	.....	.....	.....	.....	2	.....	2
Accidents as a result of train breaking in two	5	.....	8	3	.....	3	.....	.....	.....	8	.....	11
TOTALS	2090	149	2292	1164	81	1389	167	14	201	3421	244	3882

TABLE NO. 3—PARTICULARS OF ALL HIGHWAY CROSSING ACCIDENTS WITH DESCRIPTION OF PROTECTION IN EFFECT FOR THE YEAR ENDED DECEMBER 31st, 1965

	Newfoundland			Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Totals		
	A	K.	I.	A	K.	I.	A	K.	I.	A	K.	I.	A.	K.	I.	A	K.	I.	A	K.	I.	A.	K.	I.	A	K.	I.	A	K.	I.	A	K.	I.
Gates, Manual													5	—	5	1	—	1													6	—	6
Gates, Automatic													3	1	2	12	8	11	2	—	5				1	—	1				18	9	19
Bell																1	1	—										1	—	1	2	1	1
Bell & Wigwag				1	—	1				1	2	—				3	—	3													5	2	4
Flashing Lights & Bell				1	—	1	4	—	7	3	1	5	38	7	50	36	18	45	5	2	4	5	5	5	8	6	10				100	39	127
Other Types of Automatic Protection																1	—	1													1	—	1
Otherwise Protected	2	2	3	3	—	4	6	—	9	12	3	10	69	23	96	120	33	142	25	9	30	28	8	30	33	15	36	22	6	16	320	99	382
TOTALS	2	2	3	5	—	6	10	—	16	16	6	21	115	31	153	174	60	203	32	11	39	33	13	35	42	21	47	23	6	17	452	150	540

	1961	1962	1963	1964	1965
Number of accidents which occurred at crossings protected by Gates, Manual	3	4	5	7	6
Number of accidents which occurred at crossings protected by Gates, Automatic	7	7	14	9	18
Number of accidents which occurred at crossings protected by Bell	3	4	4	—	2
Number of accidents which occurred at crossings protected by Bell and Wigwag	17	16	17	9	5
Number of accidents which occurred at crossings protected by Flashing Light Signals and Bell	69	76	92	102	100
Number of accidents which occurred at crossings protected by Other Types of automatic protection	—	—	—	—	1
Number of accidents which occurred at crossings protected by Watchmen	3	2	2	1	—
Number of accidents which occurred at crossings otherwise protected	342	319	342	305	320
TOTALS	444	428	476	433	452

TABLE NO. 4—HIGHWAY CROSSING ACCIDENTS BY PROVINCES FOR 5 YEAR PERIOD—1961 TO 1965 INCLUSIVE

	Newfoundland	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Totals
1961	9	7	7	15	106	188	31	26	36	19	444
1962	4	4	12	7	94	193	19	34	38	23	428
1963	8	5	14	13	85	219	34	33	44	21	476
1964	4	3	7	15	106	186	33	26	34	19	433
1965	2	5	10	16	115	174	32	33	42	23	452

TABLE NO. 5–CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1965.

Motor Vehicles Struck by Train	Accidents	Killed	Injured
Daylight hours	178	77	194
Night hours	83	29	108
Totals	261	106	302
Motor Vehicles Running into Side of Train			
Daylight hours	62	15	88
Night hours	95	21	113
Totals	157	36	201
Pedestrians Struck by Train			
Daylight hours	12	5	7
Night hours	5	...	5
Totals	17	5	12
Accidents in which Track Cars Involved			
Daylight hours	9	...	19
Night hours	2	...	3
Totals	11	...	22
Other Vehicles Struck by Train			
Daylight hours	4	3	1
Night hours	...	...	...
Totals	4	3	1
Other Types of Accidents			
Daylight hours	1	...	1
Night hours	1	...	1
Totals	2	...	2
Total Number of Accidents			
Daylight hours	266	100	310
Night hours	186	50	230
GRAND TOTALS	452	150	540

TABLE NO. 6–HIGHWAY CROSSING ACCIDENTS AND MOTOR VEHICLE REGISTRATIONS–10 YEAR PERIOD 1956 TO 1965 INCLUSIVE

Year	Accidents	Killed	Injured	Motor Vehicle Registrations
1956	598	212	785	4,226,474
1957	583	206	752	4,459,595
1958	516	188	660	4,719,474
1959	546	185	717	5,017,686
1960	473	172	628	5,256,341
1961	444	145	542	5,517,023
1962	428	154	542	5,774,810
1963	476	160	618	6,074,655
1964	433	154	570	6,382,033
1965	452	150	540	.....

TABLE NO. 7—DEFECTS ON LOCOMOTIVE UNITS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DEC. 31, 1965

Classification	No. of Defects
Inspections or tests not made when required	81
Safety appliances, associated parts and fastenings	1,100
Air Brake equipment	2,023
Compressed air system	209
Wheels, axles and journal bearings	175
Lights	340
Couplers, draft-gear and draw-gear	97
Bells, horns, (whistles)	171
Springs and spring rigging	291
Sanders	626
Cabs, hoods, carbodies	540
Fire protective appliances	8
Gauges, meters, indicating warning & protective devices	164
Communicating signal systems	26
Running defects	8
Trucks	242
Power plant, its components and auxiliaries	1,431
Transmission	381
Power and control circuits and equipment	23
Dynamic braking	2
Batteries	8
Accident prevention	1,912
Miscellaneous diesel locomotive defects	2
Miscellaneous diesel electric locomotive defects	24
TOTAL DEFECTS	9,884

NUMBER OF LOCOMOTIVE UNIT INSPECTIONS SHOWING NUMBER OF UNITS DEFECTIVE AND NUMBER OF DEFECTS FOR THE YEAR ENDED DECEMBER 31st, 1965

Railway	Locomotive inspections	Locomotives Defective	Total Defects
Canadian National	4,138	2,074	6,021
Canadian Pacific	2,889	1,275	3,325
Miscellaneous	670	246	538
TOTALS	7,697	3,595	9,884

TABLE NO. 8—DEFECTS ON HEATING AND POWER BOILERS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1965

Classification	No. of Defects
Boilers	7
Boiler water system	38
Fuel and combustion system	105
Steam components, steam lines	111
Inspection Forms, Fire and Accident Prevention, Lighting & Electrical Equipment	60
Control indicating or warning devices	53
TOTAL DEFECTS	374

NUMBER OF HEATING & POWER BOILER INSPECTIONS, SHOWING BOILERS DEFECTIVE AND NUMBER OF DEFECTS FOR YEAR ENDED DECEMBER 31st, 1965

Railway	Boiler Inspections	Boilers Defective	Total Defects
Canadian National	1,187	170	223
Canadian Pacific	924	114	147
Miscellaneous	175	4	4
TOTALS	2,286	288	374

TABLE NO. 9—DEFECTS ON FREIGHT CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1965

Classification	No. of Defects
Safety appliances and safety devices	2,695
Hand brakes	1,020
Foundation brake gear	491
Air brake and air operated equipment	4,216
Couplers, draft gear	876
Wheels, axles, journal bearings, wheel & axle assemblies	211
Trucks	1,286
Car bodies	237
Tanks, trailer flats, loading, placarding, special equipment	458
Cooling, heating, cooking, lighting & electrical equipment	8
Inspections or tests not made when required	1,428
TOTAL DEFECTS	12,926

NUMBER OF FREIGHT CAR INSPECTIONS SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CAR INSPECTIONS FOR OVERDUE FOR WEIGHING FOR TARE, & IMPROPER PISTON TRAVEL, FOR THE YEAR ENDED DEC. 31st, 1965

Railway	Total Car Inspections	Total Cars Defective	Total No. of Defects	Car Inspections	
				Overdue Tare	Improper Piston Travel
Canadian National	39,595	5,563	7,107	6,426	14,191
Canadian Pacific	25,280	3,883	4,971	6,586	11,229
Miscellaneous	5,389	641	848	925	1,725
TOTALS	70,264	10,087	12,926	13,937	27,145

TABLE NO. 10—DEFECTS ON PASSENGER CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1965

Classification	No. of Defects
Safety appliances and safety devices	184
Hand Brakes	116
Foundation brake gear	235
Air brake and air operated equipment	232
Couplers, draft gear	30
Wheels, axles, journal bearings, wheel and axle assemblies	3
Trucks	364
Car Bodies	1
Cooling, heating, cooking, lighting & electrical equipment	162
Accident prevention, sanitation and facilities	656
Inspections or tests not made when required	347
TOTAL DEFECTS	2,330

NUMBER OF PASSENGER CAR INSPECTIONS, SHOWING CARS DEFECTIVE, NUMBER OF DEFECTS, ALSO NUMBER OF CAR INSPECTIONS FOR IMPROPER PISTON TRAVEL FOR YEAR ENDED DECEMBER 31st, 1965

Railway	Total Car Inspections	Total Cars Defective	Total No. of Defects	Car Inspections
				Improper Piston Travel
Canadian National	3,892	908	1,486	1,068
Canadian Pacific	1,907	522	838	520
Miscellaneous	5	2	6	....
TOTALS	5,804	1,432	2,330	1,588

TABLE NO. 11—SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD DURING THE 1965 FIRE SEASON

	Canadian National (Atlantic Region)	Canadian National (St. Lawrence Region)	Canadian National (Great Lakes Region)	Canadian National (Prairie Region)	Canadian National (Mountain Region)	Canadian Pacific (Atlantic Region)	Canadian Pacific (Eastern Region)	Canadian Pacific (Prairie Region)	Canadian Pacific (Pacific Region)	Miscellaneous Railways	Totals All Railways	
FIRES OF RAILWAY ORIGIN												
Locomotive Class A	53	3	15	.....	2	.....	4	.....	21	1	A	99
Locomotive Class B	33	2	25	.....	.....	.....	13	.....	17	1	B	91
Locomotive Class C	8	.....	2	.....	.....	.....	.....	.....	2	.....	C	12
Employees, Class A	.....	1	2	.....	2	.....	1	1	1	2	A	10
Employees, Class B	.....	.....	5	1	1	.....	11	2	5	3	B	28
Employees, Class C	.....	.....	1	.....	.....	.....	.....	.....	1	.....	C	2
Fusees, Class A	1	.....	.....	.....	3	.....	1	.....	.....	1	A	6
Fusees, Class B	.....	.....	2	.....	2	.....	1	.....	.....	.....	B	5
Fusees, Class C	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	C	.....
Burning smoking materials from trains, Class A	1	.....	3	.....	7	.....	1	2	.....	.....	A	14
Burning smoking materials from trains, Class B	.....	.....	2	.....	3	.....	5	1	1	.....	B	12
Burning smoking materials from trains, Class C	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	C	2
Total, Class A	55	4	20	.....	14	.....	7	3	22	4	A	129
Total, Class B	33	2	34	1	6	.....	30	3	23	4	B	136
Total, Class C	8	.....	3	.....	2	.....	.....	.....	3	.....	C	16
TOTAL	96	6	57	1	22	.....	37	6	48	8		281
Areas burned (Acres)												
Young forest growth	56.78	1.00	30.00	.25	4.00	.....	18.50	.....	32.00	2.00		144.53
Merchantable timber	2725.10	.....	.....	.....	.....	.....	8.75	.....	.....	6.50		2740.35
Slashing or old burn	58.77	.....	12.00	.....	.....	.....	.....	.....	3.48	.10		74.35
Other classes of land	577.97	2.00	64.91	1.75	226.00	.....	66.76	1.96	198.00	1.81		1141.16
TOTAL	3418.62	3.00	106.91	2.00	230.00	.....	94.01	1.96	233.48	10.41		4100.39
Value of Property Destroyed	$	$	$	$	$	$	$	$	$	$		$
Young forest growth	415.30	25.00	197.87	.....	100.00	.....	462.50	.....	334.42	31.00		1566.09
Standing timber	61157.00	.....	.....	.....	.....	.....	125.00	.....	.....	84.00		61366.00
Forest products	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Other property	658.12	4.00	5060.37	.....	80.10	.....	8.00	.....	54.40	18.00		5882.99
TOTAL	62230.42	29.00	5258.24	.....	180.10	.....	595.50	.....	388.82	133.00		68815.08

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

CHIEF COMMISSIONER – ROD KERR, Q.C.

ASSISTANT CHIEF COMMISSIONER – H.H. GRIFFIN

DEPUTY CHIEF COMMISSIONER – J.E. DUMONTIER

COMMISSIONER – J.M. WOODARD – W.R. IRWIN – A.S. KIRK

SECRETARY OF THE BOARD – C.W. RUMP

FEDERAL PUBLIC STATUTES CONFERRING JURISDICTION ON THE BOARD INCLUDE:

RAILWAY ACT – Chap 234, R.S.C. 1952. Confers extensive judicial, regulatory and administrative functions in respect of, inter alia, location, construction, operation and uniform accounting of railways subject to Parliament, protection at highway-railway crossings, The Railway Grade Crossing Fund, railway express, telegraph, telephone and international bridge tolls.

TRANSPORT ACT – Chap 271, R.S.C. 1952. Confers jurisdiction to license ships on the Great Lakes, MacKenzie and Yukon Rivers; their charges and tolls; and agreed charges of certain rail and water carriers.

BRIDGES ACT – Chap. 20, R.S.C. 1952. C.N.R. – C.P.R. ACT – Chap. 39, R.S.C. 1952.

MARITIME FREIGHT RATES ACT – Chap. 174, R.S.C. 1952. RADIO ACT – Chap. 233, R.S.C. 1952.

ST LAWRENCE SEAWAY AUTHORITY ACT – Chap. 242, R.S.C 1952 TELEGRAPH ACT – Chap 262, R S C 1952

C N R ACT – Chap 29 of 1958 Statutes APPROPRIATION ACTS – Reduced Rates – Subsidies.

ECONOMICS AND ACCOUNTING

M.E. Burwash — Director
D.C. Deighton — Ass't Director

Responsible for providing economic, statistical and financial information and advice required for decisions by the Board in connection with investigations, applications, hearings and reviews of carrier performance pursuant to Board Orders and Rulings; the form and content of periodic reporting by railways, water carriers; communications and other companies subject to the jurisdiction of the Board; analysis and interpretation of transportation and communication trends in recurrent reports and special submissions; processing and publication of the Annual Waybill Analysis of All-Rail Carload Freight Traffic; administration of uniform accounting classifications; conducting field examinations of company records; issuance of accounting interpretations and rules governing the preservation of records; formulae governing freight and traffic costing and general accounting allocations, and the methods to be followed in establishing "out of pocket" and "all inclusive" costs; special studies and research on the economics of companies under the jurisdiction of the Board, including problems which are known to be developing and which may be expected to involve Board decisions.

ENGINEERING

R.A. Shier — Director
A.G. Hibbard — Ass't. Director

The Engineering Branch deals with and advises the Board on all applications concerning construction and maintenance of railway lines, and administration of the Railway Grade Crossing Fund.

Conducts field inspection and examines plans before recommending the approval of construction and maintenance of railway lines, sidings, railway-highway-farm crossings, junctions, signals, bridges, fences, drainage, etc.

Conducts field inspections, examines plans and estimates of cost for construction of grade separations, installations of automatic protection or safety features at railway-highway crossings.

Maintains complete record of railway-highway crossings and grants, commitments and payments from the Railway Grade Crossing Fund.

LAW

J.M. Fortier, Q.C. — General Counsel
M.M. Goldberg — Ass't. Counsel

The law Branch advises the Board and its Officers on questions of law, jurisdiction, practice and procedure; drafts orders regulations and legislation; represents the Board on appeals and references to the Supreme Court of Canada and other courts when necessary; attends the Board's public hearings and when necessary examines witnesses; confers and corresponds with Counsel representing parties to applications before the Board; prepares briefs, memoranda and précis on matters dealt with by the Board

Supervises the maintenance of the Board's Library and other related work of a professional legal nature.

OPERATING

R.M. MacDonald — Director
M.R. Angus — Ass't. Director

The Operating Branch advises the Board and makes recommendations in matters relating to adequacy of rail service to the public, safety of operation, safe condition of rolling stock and equipment, suitability of facilities, investigation of accidents, fire prevention along railway right-of-way and the safe transportation of commodities. The Branch is divided into four sections: (1) Operating, (2) Mechanical, (3) Fire Prevention and (4) Explosives and Other Dangerous Commodities.

In view of the Branch's concern with the day to day operation of railways coming under the Board's jurisdiction, close working relations are maintained at all levels of management as well as with labour groups and other interested parties. Applications to abandon, reduce or augment existing services are investigated by the Operating Branch. Rolling stock and motive power is regularly inspected. To carry out the field work involved in these duties District Offices are maintained at several locations outside Ottawa. The current rules respecting most of these functions are contained in some 160 Board Orders which are subject to periodic amendment or revision as the need arises

SECRETARY'S (Administrative)

C.W. Rump — Secretary
J.O. Beaton — Ass't. Secretary

The Secretary's or Administrative Branch is divided into three sections: (1) General Administrative Services, (2) Records and (3) Accounts.

In addition to the maintenance of minutes of Board meetings the Secretary's Branch keeps a record of all proceedings conducted before the Board by way of public hearings, makes all arrangements for such hearings at or outside Ottawa; deals with all official correspondence of the Board; has custody and care of all official records and documents belonging or appertaining to the Board; maintains official copies of every Judgment, Regulation, Ruling and Order of the Board; issues certified copies of such orders and regulations as requested; makes recommendations on matters affecting the employment and accommodation of the Board's staff; initially deals with inquiries for information covering the Board's work from interested parties, the Press, etc

TRAFFIC

H.W. Ellicott — Director
J. Hanley — Ass't Director

Deals with, and advises the Board on, all matters concerning Traffic, Tolls and Tariffs in respect of:

Freight (Rail and Water).
Passenger (Rail and Water), Express.
Agreed Charges.
International Bridges and Tunnels.
Telegraph.
Telephone.
Radio Messages (Radio Regulations).
Maritime Freight Rates Act.
Freight Rates Reduction Act.
Trackage Maintenance Subsidy.
Licensing of Ships.
Free and Reduced Rate Transportation.

JANUARY 1966

DISTRICT OFFICES — ENGINEERING AND OPERATING

MONCTON, N.B. | MONTREAL, P.Q. | TORONTO, ONT. | WINNIPEG, MAN. | CALGARY, ALTA.

DISTRICT OFFICES — OPERATING

ST. JOHN'S, NFLD. | SASKATOON, SASK. | VANCOUVER, B.C.

CA1
A86
A55



SIXTY-SECOND REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA * * * * *

For the Year Ended December 31
1966



SIXTY-SECOND REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA * * * * *

For the Year Ended December 31
1966

ROGER DUHAMEL, F.R.S.C.
QUEEN'S PRINTER AND CONTROLLER OF STATIONERY
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BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

ROD. KERR, Q.C., *Chief Commissioner.*

H. H. GRIFFIN, *Assistant Chief Commissioner.*

J. E. DUMONTIER, *Deputy Chief Commissioner.*

J. M. WOODARD, *Commissioner.*

W. R. IRWIN, *Commissioner.*

A. S. KIRK, *Commissioner.*

C. W. RUMP, *Secretary.*

J. D. BEATON, *Assistant Secretary.*

J. M. FORTIER, Q.C., *General Counsel.*

L. J. SALEMBIER, *Assistant Counsel.*

R. A. SHIER, *Director of Engineering.*

A. G. HIBBARD, *Assistant Director of Engineering.*

H. W. ELLICOTT, *Director of Traffic.*

J. HANLEY, *Assistant Director of Traffic.*

R. M. MACDONALD, *Director of Operation.*

M. R. ANGUS, *Assistant Director of Operation.*

M. E. BURWASH, *Director of Economics and Accounting.*

D. C. DEIGHTON, *Assistant Director of Economics and Accounting.*

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SIXTY-SECOND REPORT
OF THE
BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

To the Governor in Council:

Pursuant to Section 31 of the Railway Act, Chapter 234 RS 1952, the Board of Transport Commissioners has the honour to submit its Sixty-Second Report for the year ended December 31, 1966.

GENERAL REVIEW OF THE BOARD'S WORK IN 1966

While this report deals with the work of the Board during the sixty-second year since its establishment in 1904, it may well mark an historic turning point in the field of transportation regulation in Canada and may be the last report submitted by the Board under the current provisions of The Railway Act, Chapter 234 of the Revised Statutes of Canada for, if legislation (Bill C-231) being considered by Parliament at the time this was being written is enacted, the Board of Transport Commissioners for Canada will be merged with the Air Transport Board and the Canadian Maritime Commission into a new Canadian Transport Commission.

In paragraph 1 of the proposed legislation, the National Transportation policy is set forth as follows:

"It is hereby declared that an economic and efficient transportation system making the best use of all available modes of transportation at the lowest total cost is essential to the economic well-being and growth of Canada; and that these objectives are most likely to be achieved when all modes of transport are able to compete under conditions ensuring that, except in areas where any mode of transport exercises a monopoly,

(a) regulation of all modes of transport with due regard to the national interest will not be of such a nature as to restrict the ability of any mode of transport to compete freely with any other modes of transport;
(b) each mode of transport, so far as practicable, bears a fair proportion of the real costs of the resources, facilities and services provided that mode of transport at public expense; and
(c) each mode of transport, so far as practicable, receives compensation for the resources, facilities and services that it is required to provide as an imposed public duty;

ınd this Act is enacted in accordance with and for the attainment of so much of hese objectives as fall within the purview of subject matters under the jurisdiction ɔf Parliament relating to transportation."

The new Canadian Transport Commission will consist of not more than 17 nembers, headed by one of the Commissioners as President and by two other Commissioners who will be designated as Vice-Presidents. The proposed legislation vas examined in great detail by a Parliamentary Committee, and interested parties ppeared before the Committee to express their views with respect to the legislation. Therefore, it will be seen that this report could well be the last complete report of ıe present Board of Transport Commissioners for Canada which for more than ixty-two years has been charged with the responsibility of administering the

Railway Act, the Transport Act and other legislation regulating railways, telegraph and telephone companies, steamship companies, international bridge and tunnel companies, etcetera subject to the jurisdiction of the Parliament of Canada.

In 1966 the Board received a total of 2434 applications under various provisions of the legislation under its jurisdiction and some 3563 Orders and one General Order were issued with respect to these applications. In the majority of cases the matters referred to in applications submitted to the Board were resolved through correspondence with the various interested parties concerned; however, 22 formal public hearings of some applications were required and in addition to hearings in Ottawa there were sittings in Fredericton and Hartland, N.B.; Thetford Mines, Hemmingford, St. Jerome, Lachute and Westmount, Que.; Perth, Lindsay, Kapuskasing and Toronto, Ont.; Winkler, Man.; Edmonton, Alta.; and Victoria, B.C.

In a Judgment issued under date of January 7, 1966, the Board authorized the Canadian Pacific Railway Company to discontinue the operation of "The Dominion". On February 7, 1966 the Board issued a Supplementary Judgment in this regard whereby the Company was required to keep the passenger equipment of "The Dominion" available against the possibility that it might be needed in 1967 in connection with the celebration of Canada's Centennial Year. Canadian Pacific subsequently announced that it would operate a second transcontinental passenger train, in addition to "The Canadian", during the period of "Expo '67."

Two other important judgments were issued by the Board during 1966. One of these dealt with the Board's review of the capital investment, revenues and expenses, debt charges, dividend payments and retained earnings of The Bell Telephone Company of Canada and the permissive level of the Company's earnings and the basis on which such permissive level might be authorized for telephone rate purposes. A similar review and report was made with respect to the British Columbia Telephone Company. The Board found that the overall rate of return in each of these Companies' total average capital outstanding should be within a range of 6.2% and 6.6%. In its judgments the Board said that this finding was not to be construed as an entitlement to a return of 6.2% to 6.6% or as a guarantee of upward adjustments in the rate structure to permit the earning of a return within that range but that it was simply the Board's measure at the time of its Judgments of the justness and reasonableness of the Companies' present rate structures as a whole. Furthermore the Board said that its findings did not mean that adjustments of a routine nature in particular parts of the rate structures of the two Companies could not be submitted to the Board from time to time for its consideration and approval, as circumstances warrant doing so; but that it did preclude any general upward adjustments in local exchange rates, other than the particular adjustments that may be required as a result of the normal regrouping procedures established by the Board in respect of changes in the size of local exchange service areas. A more detailed reference to the Board's judgments in these cases will be found elsewhere in this report.

The Board continued its long established practice of publishing the text of all its Judgments together with a summary of all Orders issued during the year in the loose-leaf pamphlet series entitled "Judgments, Orders, Regulations and Rulings". This publication is available to subscribers on order to the Queen's Printer.

In 1966 there was a further increase in the total number of motor vehicle registrations and in line with this increase there has been an increase in the number of accidents reported at railway-highway crossings. One of the most tragic accidents which occurred during the year was that involving a bus at the crossing of St. Charles Street and the Canadian National Railways in Dorion, P.Q. This un-

fortunate accident resulted in 20 persons being killed and 23 injured. A public inquiry into this accident is being arranged by the Board and will be held early in 1967.

The work of improving safety for the travelling public through various types of projects designed for its greater protection at railway-highway crossings was continued by the Board during 1966 through the administration of the Railway Grade Crossing Fund. A total of 2993 engineering projects for approval of the Board, were received, an increase of 15.8 per cent over 1965. In 1966 the Board authorized commitments from the Railway Grade Crossing Fund totalling $23,-153,132.80 to assist in the undertaking of 550 projects, compared with an amount of $17,225,820.99 and 432 projects in 1965. There were 489 other projects approved in 1966 for the improvement of conditions at highway-railway crossings for which no contributions were made from the Fund. As in 1965, accelerated programs of highway improvement and new highway construction in certain parts of Canada during the year resulted in a considerable increase in requests for approval of improvement of existing highway-railway crossings and for approval of grade separations of new highways across railways.

Installations of automatic protection approved by the Board in 1966 are included in the list shown in Table 5 of Appendix B.

Initiated in 1958, the program of erecting reflectorized signs at level crossings which are not protected by automatic protection and where trains operate at night, was continued and the erection of 2,699 signs was ordered by the Board in 1966. The Board has now ordered the erection of such signs at 18,465 railway-highway crossings in the interests of public safety. It is now estimated that at the present rate of installation of these reflectorized signs, that this program will be completed within the next three years.

The program of applying reflective markings on the sides of railway freight cars, also initiated in 1958, was continued and reports filed by railway companies under the Board's jurisdiction show that approximately 49,000 railway cars are now equipped with such markings, an increase of 6,000 over the number so reported in 1965.

The Board's "Regulations for the Transportation of Dangerous Commodities by Rail" were revised twice during 1966. The most recent revision became effective on November 30, 1966.

Although actual figures for the quantities of dangerous commodities transported by rail are not readily available, it is evident that these quantities have increased appreciably in the past year. Some commodities such as Hydrogen Sulphide and Anhydrous Hydrogen Chloride, which until the past year or two were transported only in cylinders, are now transported in tank car quantities. Other dangerous commodities, such as some of the organic peroxides which are used as catalysts in the plastic industry, have become of commercial significance only in the past two or three years.

The Board has prescribed regulations for the control of dangerous commodity storage and transfer facilities which are located on the railway right-of-way. During the past year 608 new facilities and 110 additions or modifications to existing facilities were approved. Of the new facilities approved during the year, 570 were Ammonium Nitrate storage facilities.

The Board continued its administration of subsidy payments to railway companies under the Maritime Freight Rates Act, the "Bridge Subsidy" and so called "Rollback" Subsidy (Freight Rates Reduction Act) and related legislation. Detailed information concerning these payments will be found in following sections

of this report. In 1966 the annual subsidy to the railways for the movement of bulk grain to eastern ports for export overseas was authorized by Parliament and the Board was made responsible for its administration.

In 1966, there were 151 employees on the Board's headquarters staff in Ottawa compared with 143 in 1965, and 37 employees of the Board were located in eight district offices for the purpose of conducting, operating and engineering inspections. These district offices are located in St. John's, Nfld., Moncton, N.B., Montreal, Que., Toronto, Ont., Winnipeg, Man., Saskatoon, Sask., Calgary, Alta., and Vancouver, B.C.

The Board's Ottawa headquarters offices are located in the Centennial Tower Building, 400 Laurier Avenue West, Ottawa.

APPEALS FROM THE DECISIONS OF THE BOARD

Appeals to the Supreme Court of Canada

As reported last year, Maple Leaf Mills Limited, Robin Hood Flour Mills Limited and Pillsbury Canada Limited, on December 14, 1965, applied to the Supreme Court of Canada for leave to appeal from Order 118905 of November 8, 1965 in which the Board dismissed an application for disallowance of rates on grain products processed by the appellants at Port Colbourne, Humberstone and Midland, Ontario, from grain received at such points by water transport, and shipped by rail from such points to destinations east thereof and for export overseas. The application made to the Board alleged that the rates from such points were unreasonable and unjustly discriminatory in that a charge is imposed for a service the railways do not perform. The application also alleged that a previous decision of the Board in the same premises was in error. In dismissing the application by Order 118905 the Board held that the allegations of unreasonableness and unjust discrimination could not be sustained and affirmed its previous decision.

The motion for leave to appeal was heard before Mr. Justice Martland on December 14, 1965 and was dismissed on January 7th, 1966.

Petitions to the Governor in Council

By a petition dated February 25, 1965, Industrial Wire and Cable Co. Limited petitioned His Excellency the Governor in Council to set aside Board Order No. 113071, dated January 13, 1964, which dismissed its application for an Order declaring that the purported purchases by The Bell Telephone Company of Canada of the shares of Northern Electric Company Limited were contrary to the provisions of the Bell Telephone Company's Special Act, or in the alternative, for an Order that the matter be referred to the Supreme Court of Canada pursuant to the Supreme Court Act, R.S.C. 1952, Chap. 259, Section 55 (1).

His Excellency the Governor in Council by P.C. 1966-1519, dated August 10, 1966, denied and dismissed the aforementioned petition.

SUMMARY OF APPEALS TO THE GOVERNOR IN COUNCIL
1956-1966

Dismissed	17
Allowed	2
Suspended and not yet decided	2
Withdrawn or Discontinued	2
Pending	5
Total	28

SUMMARY OF APPEALS TO THE SUPREME COURT OF CANADA
1956-1966

Dismissed	17
Allowed	2
Withdrawn or Discontinued	3
Pending	0
Total	22

FREIGHT TRAFFIC ANALYSES

Rail Waybill Analysis

The Board's Waybill analyses are designed to indicate the general pattern of railway freight movements and the changing trends of traffic under the different categories of freight rates. For this purpose the Board requires the railways of Canada to submit a one percent sampling of waybills covering their annual traffic movements. Approximately 20,000 waybills are reviewed annually by the Board's staff. The mileage for each waybill is calculated; the rate, category of rate, and kind of commodity are all verified. Due to changes affecting certain categories of rates consequent upon the application of the Freight Rates Reduction Act principle and the Bridge Subsidy, charges are adjusted on such traffic to reflect the actual revenues received by the railways.

The railways and the Board keep under continuing review the methods and procedure used in maintaining these analyses as important documents of reference, and the Railway Association of Canada has created for this purpose a permanent Waybill Analysis Sub-Committee.

The 1965 waybill sample consisted of 23,952 carloads of all-rail traffic between Canadian stations. The sample by regions consisted of 2,939 carloads originating in the Maritime Region; 11,615 carloads in the Eastern Region, and 9,398 carloads in the Western Region. The Maritime Region consists of the four Maritime Provinces and the Province of Quebec (Levis, Diamond, Boundary and east thereof); the Eastern Region extends westward to Port Arthur and Armstrong, Ont.; and the Western Region includes the balance of Canada, except the Yukon territory. The Analysis does not deal with less than carload traffic, which amounts by weight to less than one percent of the amount of carload traffic, nor does it deal with international traffic; but only revenue carload traffic originating in and destined to Canadian points.

The current Waybill Analysis consists of six tables as follows:

Table 1 Summary for Canada—Traffic by Type of Rate
Table 1-A Traffic Originating in the Maritime Region—By Type of Rate
Table 1-B Traffic Originating in the Eastern Region—By Type of Rate
Table 1-C Traffic Originating in the Western Region—By Type of Rate
Table 2 Traffic by Commodities—Region to Region and Totals for Canada
Table 3 Sample Distribution and Averages—For 1962 to 1965 inclusive.

The last named table is reproduced in Appendix A of this report. An examination of tables 1 and 2 indicates that competitive rated traffic has again increased as a percentage of the total traffic sampled both as to revenue and ton miles.

The revenue per ton-mile data shown in Table 3 is a measure of what the railways earn from year to year for the transportation work performed. The trend in the average revenue per ton-mile is shown in the following table by principal commodity groups for the four year period 1962 to 1965. These averages are affected by rate levels, type of rate, length of haul, relative quantities of high and low rated traffic and the sample variations. Statutory grain traffic is excluded from the comparison.

Commodity Group	1962	1963	1964	1965
	cts.	cts.	cts.	cts.
Products of Agriculture	1.69	1.44	1.52	1.31
Animal and Animal Products	3.11	3.09	2.88	2.93
Products of Mines	1.28	1.17	1.12	1.16
Products of Forests	1.60	1.60	1.47	1.46
Manufacturers and miscellaneous	2.72	2.52	2.49	2.43
ALL TRAFFIC	2.12	1.96	1.92	1.91

ADMINISTRATION OF STATUTORY FINANCIAL ASSISTANCE

The Railway Grade Crossing Fund

The Railway Grade Crossing Fund was established in 1909, and Parliament has provided funds since that time for the purpose of aiding construction work for the protection, safety and convenience of the public in respect of highway-railway crossings within the terms and conditions provided in the Railway Act.

A detailed history of the Fund was given in the Board's Annual Report for 1964, at page 10.

Section 265 of the Railway Act, as amended, provides for grants from the Fund towards various types of projects as follows:

Up to eighty (80) per cent of the cost of construction of protective works at a crossing at rail level, not exceeding the sum of $500,000 for any one project; and up to fifty (50) per cent of the cost of reconstruction and improvement of an existing grade separation, not exceeding the sum of $250,000 for any one project. No grant may be made from the Fund for work done in respect of a level crossing unless the crossing has been in existence for at least 3 years nor for reconstruction of a grade separation unless it was in existence on June 28, 1955. The Railway Act also provides for grants towards the cost of removing or relocating public utilities' facilities to permit construction or reconstruction of a grade separation.

While the share of the cost borne by the municipal or provincial governments varies and is subject to determination by the Board, the apportionment of the cost of projects usually is:

(*a*) for the installation of automatic protection and improvements to crossings at rail level—Railway Grade Crossing Fund 80%, railway 7½%, highway authority 12½%;

(*b*) for new grade separation projects whose total cost is less than $625,000—Railway Grade Crossing Fund 80%, railway 5%, highway authority 15%;

(*c*) for the reconstruction of grade separation, the balance of cost, after 50% contribution from the Fund, is allocated as determined by the Board in each case.

STATEMENT OF THE RAILWAY GRADE CROSSING FUND

Amount credited to the Railway Grade Crossing Fund by Statutory and other Parliamentary votes from 1909 to December 31, 1966		$167,991,252.42
Amount paid out	$117,909,168.90	
Outstanding Commitments*	48,637,036.33	166,546,205.23
Balance Available for commitment		$ 1,445,047.19

*Commitments made against the Fund, which due to the time factor necessary for financing construction and auditing of accounts before payment, remain outstanding against the Fund.

The overall record of expenditure from the Fund from 1909 to December 31, 1966 is shown in Table 1 of Appendix B. It will be noted that out of a total of $214,529,388.14 spent on projects for the protection, safety and convenience of the public at highway-railway crossings, federal assistance through the Railway Grade Crossing Fund and other federal votes amounted to $117,909,168.90 or (54.96%); the railways' share to $29,127,002.48 or (13.58%); and that of the provinces and municipalities to $67,493,216.76 or (31.46%).

Maritime Freight Rates Act

The Canadian National Railways, for its lines situated within the four Maritime Provinces and in the Province of Quebec (Levis, Diamond and east thereof), is required under the Maritime Freight Rates Act to publish and maintain reduced freight rates applying within that territory, and also from such territory to points in Canada west thereof. Freight rates on traffic moving locally between points within the territory are accorded a reduction of 20%, and the rates on traffic moving from such territory to other destinations in Canada are accorded a reduction of 30% for that portion of the haul within the said territory. The Board is required to approve such reduced rates.

Other railway companies operating within the same territory are permitted to meet these statutory rates, and receive payment for the difference between such reduced rates and the normal rates that would otherwise apply. The Board is required to approve the tariffs containing such reduced rates, concurrently fix normal rates for reimbursement purposes, and certify to the Minister of Transport the subsidy payments.

Freight rates frequently change and there is constant demand to recalculate normal rates, which involve annually many thousands of calculations. During the year the Board issued orders approving tariffs of tolls issued under the Act and fixing of normal freight rates. For the twelve months ending June 30, 1966 the Board authorized reimbursement to railway companies, other than the Canadian National Railways of $2,176,200 viz:

Canada & Gulf Terminal Railway	$ 29,830
Canadian Pacific Railway	833,702
Cumberland Railway Company	658,707
Dominion Atlantic Railway	352,380
Grand Falls Central Railway	301,581

The following shows the subsidy payments authorized by the Board under the Act during the past seven years. These are for the twelve months ending June 30th each year.

1960	$2,217,647
1961	2,150,094
1962	2,089,497
1963	2,216,821
1964	2,067,723
1965	2,275,797
1966	2,176,200

The Canadian Pacific Railway sought the continuance after November 1, 1956 of reimbursement of top wharfage charges to the Canadian Pacific Railway and to Dominion Atlantic Railway under the Maritime Freight Rates Act. Top wharfage represents a charge assessed by the National Harbours Board on export, import, furtherance and ex-water traffic. It is assessed against cargo received from or intended for movement by vessel and passing over wharves owned, operated or administered by the National Harbours Board. Rates of varying amounts are published for top wharfage by the National Harbours Board, which rates are

based on the gross weight (2000 lbs. per ton) or the gross measurement (40 cubic feet per ton) of the goods handled over the wharves. The top wharfage upon which the ruling was requested is that assessed on traffic from origin in Maritime territory to the ports of Halifax and Saint John for export or for furtherance by water, on which traffic the published freight rates have been reduced under the Maritime Freight Rates Act.

The Board reviewed fully the history of the application and the reimbursement to the railways of these top wharfage charges and the Board found that having regard to the freight tariffs on file and now in effect, it could see no present justification for reimbursement under the Maritime Freight Rates Act to the Canadian Pacific Railway and the Dominion Atlantic Railway for top wharfage imposed by the National Harbours Board.

A consortium of consultants has been engaged by the Government to undertake an integrated study of the transportation problems of the Atlantic Provinces Such study will examine the operation of the Maritime Freight Rates Act in the light of the recommendations of the 1959 Royal Commission on Transportation, paying special attention to (a)—an assessment of the present day effects of the Maritime Freight Rates Act on the economic development of the Atlantic Provinces; (b)—an assessment of the desirability and feasibility of implementing the recommendations of the above Royal Commission; (c)—an assessment of the present methods of making payments to the railroads under the Maritime Freight Rates Act; and (d)—the formulation of appropriate recommendations on the above three points. The Board's Traffic Department has by discussion and the furnishing of data and information assisted the consultants in this study.

A change of policy was instituted during the year in the payments under the Maritime Freight Rates Act due the Canadian Pacific Railway and the Dominion Atlantic Railway. Reimbursement payments are now made on a monthly basis in lieu of the former practice of payments made semi-annually.

The 13th triennial report in respect of tolls under the Maritime Freight Rates Act was submitted to the Minister of Transport on July 5th, 1966.

The railways increased the commodity rates on coal and coke within and from the Maritimes by 15 cents per ton. The Maritime Freight Rates Act permits increases in freight rates to meet increased cost of railway operation in Canada and also to meet new industrial or traffic conditions. New railway legislation now before Parliament contains provision for the 'freezing' of these rates to the level in effect prior to the introduction of this increase. The Board is required to approve the tariffs that are issued in compliance with the Maritime Freight Rates Act and this feature of the matter is now under study by the Board.

Bridge Subsidy (Trackage Maintenance Subsidy)

The Railway Act (section 468) authorizes payments annually to the Canadian Pacific and Canadian National Railways for cost of maintaining certain trackage in the Lake Superior District, such payments being subject to a maximum amount of $7,000,000. The Act requires that the amount of the Subsidy paid be applied to a reduction in the relative level of rates applying on freight traffic across the "bridge" as may be directed by the Board.

The formula devised by the Board for the reductions in freight rates was that part of the reduction be a percentage of the rate and part be a fixed sum per hundredweight. As a result of changes in the volume and composition of traffic passing over the subsidized trackage, and changes in the length of haul, adjustments are made in the formula from time to time. General Order No. T-11 contains the regulations of the Board governing the said statutory reduction in freight rates.

The following shows the formula applied since the inception of the bridge subsidy in 1952.

Effective date	Percent of Reduction in basic rate	Reduction in cents per 100 lbs.
May 1, 1952	2.53	5.8
May 1, 1953	3.50	9.5
November 1, 1955	3.50	16.5
March 1, 1956	3.50	9.5
March 1, 1957	3.50	7.5
March 1, 1959	3.50	10.5
December 1, 1959	4.72	15.0
March 1, 1964	3.50	9.5

The volume and composition of the traffic for the present subsidy year do not indicate any substantial change, if any, will be required in the freight rate level for the next subsidy year.

Freight Rates Reduction Act and Related Legislation

The Freight Rates Reduction Act, which was passed in July, 1959, provided for payment of a subsidy not to exceed $20 million for a 12-month period and required the Board to order a corresponding reduction in certain freight rates. Pursuant thereto, the general increase of 17% which had been authorized by Board Order No. 96300, November 17, 1958, was reduced to 10%, and later to 8%. Amendments to the Act provided for a similar subsidy in 1960 and 1961. The Act expired on April 30, 1962, and since that time the transportation companies concerned have voluntarily maintained the reduced freight rates, and Parliament has voted the funds to reimburse these companies for resulting diminution in their freight revenues.

In addition to the $20 million subsidy for "rolling back" the freight rate increase from 17% to 8%, Parliament authorized additional payments to the same companies in the amount of $50 million for the calendar year 1961. This vote was made after the railway companies agreed to new labour contracts with their employees. The vote referred to "companies as defined in the Freight Rates Reduction Act" and to the amount of $50 million "as compensation to such Companies for the maintenance of their rates on freight traffic at reduced levels as provided for in the said Act".

A further $50 million was voted in 1962 and in 1963. The railways entered into new Union agreements in 1964 and the $50 million vote was later increased to a total of $62 million in respect of 1964, $75.5 million in respect of 1965 and $80 million for 1966.

During the seven years from August, 1959 to December, 1966, payments under the $20 million "rollback" subsidy have totalled $136.1 million. Payments under the $50 million and other special subsidies have totalled $360.7 million. More than 96% of such subsidy payments have gone to Canadian National and Canadian Pacific, the balance being paid to twelve other smaller companies subject to the 1958 Board Order No. 96300.

"At-and-East" Grain Subsidy

"At-and-east grain rates" are the railway freight rates applicable on bulk grain from Great Lakes, Georgian Bay and St. Lawrence River ports to eastern Canadian export ports for export overseas. These bulk grain rates are for through movement without transit privileges.

The railways sought to increase these rates effective January 2, 1961 on the grounds that they were below the variable costs of carrying the traffic. The Board required the railways to show cause why these increased rates should not be disallowed. The matter was duly heard by the full Board and it reached conclusions in the matter and issued Order 103860 on February 23, 1961. This Order disallowed the railways' proposed increased rates and in lieu of such rates found, (1) that a rate of 33 cents (wheat basis) from the Georgian Bay and related ports to Saint John, West Saint John and Halifax was just and reasonable and not unjustly discriminatory and (2) that rates on other grains from and to the other ports should be reasonably related thereto. The railways accordingly published the level of rates found reasonable by this Order, but prior to such rates going into effect Cabinet suspended the Board's findings. This suspension has continued from 1961 and the former lower non-compensatory rates have continued to apply on this export grain traffic.

As indicated in the General Review, Parliament in 1966 authorized the payment of a subsidy for the movement of this grain and Order-in-Council P.C. 1966-1149 dated June 21, 1966 and Vote 83a of the Supplementary Estimates for the fiscal year ending March 31, 1967 issued accordingly providing for payments to the railways of a subsidy for the movement of this traffic. The subsidy is based on the difference between the freight rates that were in effect on November 30, 1960 and compensatory rates approved by the Board. The Board's Order No. 121416 of July 18, 1966, issued certifying the railways' proportion of the freight rates that were in effect on November 30, 1960 and approved compensatory freight rates for the purpose of the aforesaid subsidy payments.

For the calendar year 1966 subsidy payments totalling $1,023,659.59 have been made to the Canadian Pacific Railway Company and payments totalling $735,853.36 to the Canadian National Railways. Proposed railway legislation now before Parliament contains provisions for permanent subsidy payments to the railways on this export grain traffic.

INSPECTIONS, INVESTIGATIONS, EXAMINATIONS AND CHANGES IN REGULATIONS

The Board, in addition to its administrative headquarters organization in Ottawa, maintains eight District Offices in St. John's, Nfld., Moncton, N.B., Montreal, Que., Toronto, Ont., Winnipeg, Man., Saskatoon, Sask., Calgary, Alta. and Vancouver, B.C. The principal activities of this field organization are summarized as follows:

Accident Investigations

Particulars with respect to the nature and volume of accidents which were reported to the Board during the year 1966 are tabulated in Appendix C, Statement 1, to 6 inclusive.

As already indicated earlier in this report, motor vehicle registrations in Canada have continued to increase in 1966 and at December 31, 1966 numbered approximately 7,050,000. Accidents resulting in death or injury on highways in Canada have also increased by approximately 11% in 1966 as compared with 1965.

The Board has noted an increased awareness by municipalities of the need for greater safety at highway crossings. The Board is endeavouring to promote safer conditions at crossings and to this end the Board's Engineering staff has embarked upon a program of systematically inspecting 10% of the level crossings in Canada each year. Where conditions at such crossings are found to warrant improvement or added protection, the Board attempts to persuade the highway or road authorities to undertake improvements and accept a portion of the costs.

The following table shows the number of accidents resulting in death or injury at highway-railway crossings in Canada as compared with the total number of accidents resulting in death or injury on highways in Canada.

Year	No. of Accidents which resulted in Death or injury at Highway-Railway Crossings in Canada	Percentage to Total Accidents	Total No. of Accidents Resulting in Death or Injury on Highways in Canada
1956	598	1.13	52,800 Approx.
1958	516	0.90	57,249
1959	546	0.91	59,965
1960	473	0.74	63,798
1961	444	0.63	70,543
1962	428	0.55	78,275
1963	476	0.54	87,860
1964	433	0.45	96,554
1965	452	0.42	104,750
1966	478	0.42	114,000 Approx.

In order to promote safety in railway operations and to ensure that public crossings are adequately protected, the Board requires that all public crossing accidents attended by personal injury be thoroughly investigated by a Board's Inspector. The Railway Act places an obligation on the railway company concerned to limit the speed of all trains to 25 m.p.h. over any public crossing at which such an accident has occurred. This speed limitation remains in effect until such time as an officer of the Board inspects the crossing and the Board removes the limitation.

In instances where improved protection is considered necessary, action is taken by the Board to implement recommendations to that effect.

The Board also requires its Inspectors to review all train accidents, including collisions, derailments, etc., as well as other types of accidents, with a view to promoting greater safety. Also, in dealing with matters relating to the safety aspects of railway operations, including proposed operations by track signal arrangements, on-the-ground inspections are conducted in this regard. The Board's technical officers periodically meet with representatives of the railways subject to its jurisdiction, and the Legislative Representatives of the Railway Transportation Brotherhoods. This procedure has the effect of resolving issues which might otherwise require formal action on the part of the Board.

Operational Inspections

Particulars relating to the inspection of railway equipment by the Board's officers are tabulated in Appendix C, statement 7 to 10. It will be noted that during the year 1966 there were 7,959 locomotive inspections and 68,240 units of car equipment were inspected. Defects found as a result of these inspections were reported to the appropriate local railway officers for prompt correction.

The trend to introduce new types of rolling stock continues, and is resulting in substantial changes in the design of railway equipment. The Board has placed no specific restrictions on the general structure or design of such equipment, provided that standard clearances are complied with and the cars are equipped with a suitable complement of safety appliances. Certain unusual designs of some of the newest types of equipment have made it necessary for the Board to modify its regulations to meet this trend.

Frequent observations were made of train brake testing procedures in effect at the larger terminals and yards. The Board's mechanical officers were also requested to make numerous inspections of new equipment prior to it being introduced in Railway service.

Changes in the design of railway equipment are making it necessary to review the present safety appliance regulations. This is a matter which is of direct concern to the Board as well as labour organizations and railway management, in order to ensure that such equipment is provided with a safe and suitable complement of safety appliances.

During the year, 470 dangerous commodity storage and transfer facilities were inspected for compliance with the Board's regulations.

It is gratifying to report that, although dangerous commodity traffic was heavier in 1966 than in previous years, there were no accidents which resulted in death or serious injuries and property losses were moderate.

The use of new or modified types of packaging for dangerous commodities and the shipment of dangerous commodities (not provided for in the Board's regulations) are authorized by special Permit; 28 such permits were issued in 1966.

Engineering Inspections and Investigations

The applications or complaints received by the Board and the development of the program of improvement and/or protection of level crossings required the Board's Engineers to conduct 2,414 inspections and investigations and to travel approximately 350,000 miles during the year. In addition, 802 accounts were audited before payments were authorized to be made from the Railway Grade Crossing Fund.

Investigations were made into the causes of 70 train derailments occasioned by track or other structural conditions. Inspections of the track, signal and other structures were undertaken on several subdivisions of the railways to ensure that proper maintenance was being performed for safe train operations.

Members of the Board's Engineering staff, through their active participation as members of committees of various Standards Associations, kept the Board informed of the many technological advances of methods and materials available for the improvement of safety in railway construction and operation.

Examination of Financial Records

During the year 1966 the Board's Examiners reviewed the accounting records related to rail operations of the Canadian National Railways and Canadian Pacific Railway, in the headquarters offices in Montreal and at the various Regional Accounting Offices maintained by the companies throughout Canada.

In addition the examination programme was extended this year to include the books of account of the Northern Alberta Railways Company, Quebec North Shore and Labrador Railway Company, The Toronto, Hamilton and Buffalo Railway Company and The Toronto Terminals Railway Company maintained in the respective company offices in Edmonton, Sept-Iles and Toronto. The records examined related to investment in rail property and the earnings and expenses derived from the operation of this property.

The records for revenues and expenses of the telecommunications operations of the Canadian National and Canadian Pacific were also examined at the respective head offices and district offices.

The financial records of The Bell Telephone Company of Canada were examined in the offices located in Montreal and Toronto and The Bonaventure and Gaspe Telephone Company's records were reviewed at their main office in Rimouski.

Telephone Exchange Rate Grouping

Charges for telephone exchange service are graduated according to the total number of telephones interconnected within the calling area of each exchange.

The grouping of local telephone exchange service for rate making purposes is designated to recognize the varying value of service as between exchanges of different size, and the factor of increased expenses associated with increases in the size of exchange areas. Growth of telephone service within a particular area not only increases the range of calling available to customers, but also increases the cost of furnishing service as a result of the necessity of interconnecting all customers within the exchange area.

As the size of an exchange changes the Board directs it to be regrouped, either up to a higher group, or down to a lower one, as the case may be, in order to avoid any condition of unjust discrimination as between exchanges of comparable size. During the year, 38 exchanges of The Bell Telephone Company; five exchanges of British Columbia Telephone Company; one exchange of the Bonaventure and Gaspe Telephone Co. Limited and eleven exchanges of the Canadian National Telecommunications in Newfoundland were assigned to higher groups under direction of the Board.

Extended Area Telephone Service

Extended area telephone service is an extension of flat rate calling privileges from one exchange to another, to eliminate long distance charges between communities sharing a community of interests. This service is provided by the telephone companies according to the needs of the subscribers and the subscribers' willingness to pay the appropriate rates. The decision to implement such service rests with the telephone companies, following the canvassing of telephone subscribers to ascertain if extended area service would be desired. During the year there were 136 expansions of extended area service by The Bell Telephone Company; 4 expansions by British Columbia Telephone Company, 4 expansions by the Bonaventure and Gaspe Telephone Company, and 7 expansions by the Canadian National Telecommunications in Newfoundland.

Telephone Service and Charges

The Canadian National Telecommunications revised its long distance telephone rate structure within Newfoundland effective May 1, 1966. This revision provided for the adoption of airline distances for the calculation of tolls between telephone centres in Newfoundland, and also the introduction of the Trans-Canada schedule of tolls for long distance calling within Newfoundland.

The Bell Telephone Company introduced in March 1966 new long distance service and tolls. The Sunday and night rates were reduced for calls over 250 miles; and the 5-10 minute "after 9 pm" service was extended to "after 8 pm and all day Sunday". These changes constituted reductions in the tolls and also a much greater service in respect of long distance calling.

The Bell Telephone Company granted interim increases in the settlement of message toll revenues for traffic interchanged between Bell Telephone Company and independent telephone companies connecting directly with The Bell Telephone Company. A 2% interim increase was granted the larger independent companies which supply extensive toll line haul facilities and a 5% interim increase was granted independent companies which provide little or no toll line haul and generally applies to the smaller companies. The Board by its Order 120368 dated March 29, 1966 approved an interim increase of 2% effective March 21, 1966 and an interim

increase of 5% effective January 21, 1966. These increases did not mean any increase in subscribers' rates but only a reallocation of toll revenues on traffic interchanged between telephone companies.

The Bonaventure and Gaspe Telephone Company revised its long distance toll structure in September 1966, placing its station-to-station rates on the same basis as The Bell Telephone Company, but maintaining its person-to-person rates on a lower basis than the rates of The Bell Telephone Company.

International Bridge Companies

In 1966, the Board's Director of Traffic and its General Counsel continued as members of the Inter-departmental Committee on International Bridge Legislation and have attended meetings of such Committee during the year in respect of the introduction of legislation concerning various bridge projects.

The Thousand Islands Bridge Authority operating the international bridge between Ivy Lea, Ont. and Collins Landing, N.Y. adjusted certain of its tolls to fit new toll recording equipment installed at the bridge and also published special commutation tolls for island residents travelling between the Canadian mainland and Hill Island, N.Y.

The Blue Water Bridge Authority operating the bridge between Sarnia, Ont. and Port Huron, Mich., filed a new tariff of tolls giving effect to a reduction in some categories of its toll structure. Drastic reductions were made in the toll charges in order that the special commuter bus service could be maintained. Reductions were also made in the commuter tickets, and students in attendance at college in Port Huron were granted the privilege of half-price commuter tolls.

The International Bridge Authority established a schedule of bus fares chargeable for bus transportation between Sault Ste. Marie, Ont. and Sault Ste. Marie, Mich. Special low commuter bus fares were established for students attending schools, universities or other institutions of learning.

ANNUAL REPORTS OF COMPANIES UNDER THE BOARD'S JURISDICTION

Operating results for companies under the Board's jurisdiction are shown in Tables 5 to 9 of Appendix "A". For both Class I railways, and telephone companies, an accumulation of the first nine months' data for 1966, which was available when this report was assembled, has been compared with data for the first nine months of 1965. For Class II railways, the data for the first eight months 1966 has been compared with the corresponding 1965 period. Mackenzie Waterways Companies and International Bridges and Tunnel Companies report annually, the last available year being 1965.

Railway Companies

Class I Railways—Combined rail operations for the Canadian National and Canadian Pacific Railways are shown in Table 5 of Appendix "A". Comparing the first nine months of 1966 with the same period in 1965, it will be noted that rail operating revenues showed an increase of 7.86 per cent, rail operating expenses increased by 6.91 per cent, operating income after taxes increased by $12 million, revenue freight ton-miles increased by 11.87 per cent and revenue passenger miles decreased by 6.09 per cent.

Class II Railways—Combined operations of eighteen Class II railways are reported in Table 6 of Appendix "A". For eight months of 1966, as compared to

the same period in 1965, rail operating revenues increased by 0.62 per cent, rail operating expenses decreased by 0.80 per cent, and operating income after taxes increased by $1.3 million. Revenue freight-ton-miles were 0.48 per cent higher for the first eight months of 1966 but revenue passenger miles were lower by 3.57 per cent.

Telephone Companies

Table 7 shows the combined operational data for The Bell Telephone Company and the British Columbia Telephone Company. Continued expansion produced increases in total operating revenues of $48.9 millions or 9.57 per cent, and in total operating expenses of $42.6 millions or 10.4 per cent for the nine months of 1966 as compared to 1965. For the same period the number of telephones in use rose by three hundred thousand. Retained earnings were $2.1 million less. Total invested capital at September 30, 1966 stood at $2,483 millions, which was $247 million more than at September 30, 1965.

Mackenzie Waterways Companies

Table 8 shows the combined operating results for companies operating in the Mackenzie Waterways. Traffic carried by these companies increased by 11,429 tons or 6.41 per cent in 1965. Operating revenues were down 0.20 per cent, and expenses up by 2.03 per cent, as compared to 1964. During 1965 Yellowknife Transportation Company was acquired by and integrated with Northern Transportation Company.

International Bridge and Tunnel Companies

Table 9 includes the combined annual operating results for 13 International Bridge and Tunnel Companies. International motor traffic crossing the border by bridge or tunnel continued to increase in 1965. Vehicles handled increased by 15.6 per cent and passengers by 4.1 per cent. Total operating revenues showed an increase of 12.5 per cent, and operating income after taxes increased by $613,198.

DISCONTINUANCE OF RAILWAY SERVICES AND ABANDONMENT OF LINES

Station Services

There were 170 applications filed by railway companies during the past year for the removal of agents, replacement of agents with caretakers and removal of caretakers. Where opposition with respect to the application is filed an officer of the Board in each case reviews the matter with the local Municipal officers and interested parties and develops such information as the Board considers necessary.

Where it was considered justified, authority was granted for a change in the type of station facility or the removal of station buildings.

Train Services

The current practice of the railway companies of introducing extensive adjustments in their passenger train services continued throughout the year. Where public opposition to such changes developed the Board found it necessary to intervene. In certain cases the railway companies were ordered to continue to operate such services pending review of the complaints. Public hearings were held in some instances.

RAILWAY CONSTRUCTION AND OTHER WORKS 1966

Grade Separations, Construction and Other Works at Highway-Railway Crossings

During the year the Board issued Orders approving the construction of 89 new grade separations. Of this total, 34 were constructed to eliminate an existing level crossing and the Board authorized a contribution from the Railway Grade Crossing Fund. The apportionment of cost of one grade separation was reserved for further consideration and Order of the Board. Authority was granted for the reconstruction and improvement of 32 grade separations and all but 5 of these qualified for a contribution from the Fund. It was necessary to remove or relocate the facilities of 91 public utility companies to permit the construction or reconstruction of several of the aforementioned grade separations and financial assistance from the Fund was granted by the Board in 86 of these cases. In 5 other cases, the allocation of the cost was reserved for further consideration and Order of the Board. Approval was given to the construction of 7 railway or highway diversions in order to eliminate existing level crossings and contributions were also made from the Fund towards their cost. Construction of 13 pedestrian grade separations was also authorized. All the above mentioned projects are listed in Tables 3, 4 and 8 of Appendix B and the summary by Provinces is shown in Table 9 of Appendix B.

The installation of automatic protection was ordered at 367 level crossings and at 69 other locations the Board approved the modernization of and improvements to the existing protection. For details concerning this work see Tables 5 and 6 of Appendix B. A provincial summary of the protective installations ordered by the Board is given in Table 10. Contributions were also made from the Railway Grade Crossing Fund for improvements authorized at 84 level crossings. Table 7 of Appendix B lists the various locations, types of improvements made and the amount of grant from the Fund.

During 1966 authority was granted for the construction of 190 new highway-railway crossings and the closing of 92 old crossings.

In continuing the program of installing two reflectorized crossing signs at highway-railway crossings, financial assistance was provided from the Railway Grade Crossing Fund for a further 2,566 crossings.

Railway Signal Installation and Other Miscellaneous Work

The Board approved the installation of and changes to approximately 507 miles of centralized traffic control signals. The Canadian National Railways have applied for a revision to the signals on their Oakville and Kingston Subdivisions to accommodate the anticipated improvements to passenger train operations. The Board's Engineering staff is working in close co-operation with the Railways in this regard. The Canadian National Railways have reported that 3500 miles of centralized traffic control signals stretching from Nova Scotia to British Columbia have now been placed in operation.

Authorization was also given to the installation or changes to 5 interlocking plants.

In addition, the Board approved 1560 other works relating to construction on or in the vicinity of the railway. These works are included in Tables 10 and 11 of Appendix B.

Construction of New Lines and Terminals

Progress continues in the construction of the Great Slave Lake Railway with 90% reported completed.

The passenger terminal facilities in Ottawa have been completed and placed in operation. The work of depressing the Prescott Subdivision of the Canadian Pacific Railway Company across the western portion of the City of Ottawa is continuing.

The Board approved the location of a branch line of the Canadian Pacific Railway Company which will extend northerly from Coniston to Falconbridge, Ontario, a distance of approximately 6.6 miles in length; the Ingebright Lake Spur line of the Canadian Pacific Railway Company 11.0 miles in length near Fox Valley, Saskatchewan and a branch line of the Canadian Pacific Railway Company in the vicinity of Didsbury, Alberta 16.5 miles in length.

Authority was given to the Canadian National Railways to construct a tunnel approximately 3.13 miles in length in connection with their Vancouver Terminal Project.

ISSUANCE OF LICENCES AND PERMITS

Water Carrier Licensing

The Transport Act authorizes the Board to license ships operating in the Great Lakes area and Mackenzie River area. The Act provides that the Board be satisfied that public convenience and necessity require the operation of the ships in the transport of passengers and goods in the areas mentioned.

The following tables summarize details of licences issued for the years 1961 to 1966 inclusive:

Great Lakes and St. Lawrence River Area

Year	Number of		Total Licensed Gross Tonnage
	Carriers	Vessels	
1961	6	58	230,990
1962	6	45	218,109
1963	5	40	197,073
1964	5	38	192,825
1965	5	34	177,581
1966	4	27	148,505

Mackenzie River System

Year	Number of			Total Licensed Gross Tonnage	
	Carriers	Tugs	Barges	Tugs	Barges
1961	5	31	122	3,399	30,891
1962	5	32	115	3,789	30,541
1963	6	34	118	3,693	30,762
1964	6	34	122	3,805	32,494
1965	5	28	117	3,602	31,540
1966	3	25	115	3,281	31,584

PREVENTION AND CONTROL OF FIRES ON RAILWAYS

During the 1966 fire season, approximately 15,792 miles of railway right of way subject to the jurisdiction of the Board traversed areas in Canada classified as forested and on which some type of fire patrol was prescribed under the provisions of the Board's General Order No. 0-28.

Within this forested mileage 357 fires occurred, which were said to have been caused by railway operations. These fires burned over 1,335 acres of land, with damage estimated at $17,498. Detailed statistics are reported in statement No. 11 of Appendix C.

In addition 103 other fires charged to causes other than railway or for which the cause is unknown, burned over 179 acres with damage estimated at $289.

Railway Fire Patrols

Fire patrol requirements under the terms of paragraph 13 of General Order No. 0-28 were forwarded to all railways concerned.

Forested mileage along the various railways upon which protection is prescribed is as follows:

	Mileage
Special Power Speed Patrols	2029
Special Section Patrols or Mileage on which these may be requested	5600
Mileage in forested territory on which no special patrol is required detection, reporting and extinguishing of fires being part of the regular duties of section forces or other employees	8163
TOTAL	15792

TARIFFS OF TOLLS

The statutes require that tariffs of tolls be filed with the Board and in respect of certain tariffs Board's approval is required. These tariff publications ranging in size from a single sheet to a large book, contain the rates, fares, charges and regulations for the services offered by the transportation, communication and international bridge companies under the Board's jurisdiction. For this purpose regulations governing the construction, filing and posting of these various tariffs have been prescribed by the Board.

During the year, the following tariffs containing many thousands of rates, fares, charges and regulations of these companies were filed in the tariff records of the Board:

Railways	
Freight Tariffs	41,146
Agreed Charges	2,923
Passenger Tariffs	1,064
Express Companies	1,456
Water Carriers	269
Communication Companies	
Telephone Tariffs	1,429
Telegraph Tariffs	1
International Bridges	4
TOTAL ALL TARIFFS	48,292

This was a substantial increase over the previous year's recording and filing of tariffs of tolls. Ancillary tariff documents totalling 175 were also filed, viz., 119 powers of attorney, 24 concurrences and 32 revocations. Applications for authority to depart from the provisions of the tariff regulations totalled 103, of which 6 were denied. The Board rejected 132 tariffs for failure to comply with the tariff regulations.

The railways increased their competitive rates, and certain normal charges not subject to the freight rate freeze, by ten percent (10%). Also the normal commodity rates on coal and coke were increased by 15 cents per net ton. Certain accessorial charges published in special arrangements tariffs were also increased. These rates are all contained in so-called "open tariffs" and were filed on statutory notice of 30 days and came into effect on October 10, 1966. The establishment of, or adjustment in, competitive rates in "open tariffs" is a matter that falls entirely within the managerial discretion of the railways and the Board may only interfere with such rates where they are shown to be unjustly discriminatory, or when such rates are non-compensatory.

Agreed Charges

Agreed Charge agreements may be termed broadly as competitive rates with a traffic volume guarantee. The shipper agrees to forward a guaranteed amount of traffic via the railway in exchange for a satisfactory rate. These agreements are contracts between the shippers and the railways. There were in effect at the end of the year 1,504 separate agreed charge agreements involving some 2,457 different shippers.

The railways through the Canadian Freight Association, served notice on all shipper parties to these agreements that they were invoking the 90-day termination clause contained in each agreement and that the said contracts would terminate effective January 1, 1967. Concurrently with such revocation the railways offered to continue the contracts subject to an increase of 10% in the agreed charge rates. This procedure of re-negotiation of existing agreed charges has been a monumental task. It required a complete revamping of the records of the railways, the Canadian Freight Association and of the records maintained by the Board's Traffic Branch. New signatures of some 5000 shippers have been obtained by the Canadian Freight Association. Many shippers have not accepted the railways' offer of continuance of agreements at a higher basis, and this has required the removal of such parties from agreed charge tariffs.

This renegotiation procedure has resulted in the cancellation of 146 agreed tariffs effective January 1, 1967. It is estimated that as a result of the railways' proposal 732 shippers withdrew from one or more agreed tariffs in which they had been parties. The following shows the number of agreed charge agreements that have been in effect at the end of each year from 1962 to 1966 inclusive, together with the total number of different shippers parties to the said agreements.

	1962	1963	1964	1965	1966
Number of Agreed Charges	1290	1447	1546	1610	1504
Number of different shippers parties to such agreed charges	2011	2145	2384	2595	2457

The Board approved, subject to complaint and investigation in accordance with the provisions of the Railway Act and the Board's Rules of Practice, a new freight classification. This classification is issued by W. P. Coughlin, Agent and Attorney for and on behalf of the many railways enumerated in the Classification, and was filed with the Board to become effective December 31, 1966.

Tariff and Rate Interpretations

The New York Central Railroad sought authority from the Board in 1965 to execute an agreed charge under the provisions of the Transport Act on import abrasive bauxite ore received ex-water at Weehawken, N.J. and moved over the

New York Central Railroad through the Niagara Frontier to Chippawa, Niagara Falls and Thorold, Ont. The Board gave consideration to the matter at that time and was of the view that agreed charges under the provisions of the Transport Act could only be accepted by the Board in respect of movements between points in Canada. Following this the New York Central Railroad by regular tariff procedure published the rates they sought to establish by the agreed charge procedure. The Board considered the tariff violated section 317 of the Railway Act and called upon the New York Central to show cause why the Board should not reject the tariff. The New York Central submitted a brief supporting the tariff from a legal point of view. The Board after due consideration of the offending tariff and of the material filed in support of it ruled that the said tariff contravened the provisions of sections 317 and 319 of the Railway Act and the tariff was accordingly rejected and returned to the New York Central Railroad.

The Canadian Car Demurrage Bureau filed new tariffs increasing the car demurrage charges effective October 1, 1965. Representations were made to the Board for suspension of the increased charges. The said tariffs were suspended and the matter heard by the Board. Because of the worsening trend in car utilization the Board found that the proposed increase in demurrage charges was warranted in the public interest in order to promote equipment efficiency. The Board vacated the suspension of the tariffs and the increased demurrage charges came into effect June 1, 1966.

Tariff and Rate Applications Pending

The railways filed with the Board effective May 1, 1966 amendments to their existing regulations naming free time and car demurrage on export traffic. The changes proposed are (1) free time reduced from ten to seven days on export and furtherance traffic originating at stations more than 300 miles from the eastern ports; (2) Saturdays and Sundays to be excluded when computing free time and demurrage periods; and (3) free time reduced from ten to seven days on export traffic via Pacific ports originating at stations in Prairie territory. Complaints were received by the Board from shippers and the Board suspended the proposed tariff amendments pending hearing and determination of the matter.

The railways filed with the Board to become effective October 1, 1966 amendments to its tariffs whereby the railways proposed discontinuance of absorption of National Harbours Board wharfage charge to the extent of ¾ cent per 100 lbs. in its line haul rates on flour, thus in effect placing an increase in freight rates on export flour movements. This matter also concerns the level of freight rates applicable on wheat versus flour from points in eastern Canada to eastern Canadian ports for export overseas. The Canadian National Millers Association made representation to the Board and the tariff provisions have been suspended pending hearing and determination by the Board.

As a corollary to the above is the larger issue of absorption by the railways of wharfage charges of the National Harbours Board on export and import traffic generally and the matter of export and import rates to and from Canadian ports which are maintained on a parity with or differentially related to, rates to or from United States ports. Application was made by The Maritimes Transportation Commission on behalf of the Port of Halifax Commission and the Saint John Port & Industrial Development Commission for disallowance of the railways' amended tariff provisions that were to come into effect and these provisions have been suspended pending hearing and determination by the Board. At the request of the Maritimes Transportation Commission an informal conference was held

in the Board's offices with the objective of bringing about such measure of agreement between interested parties as may be possible. The application of The Maritimes Transportation Commission is now in abeyance.

The Canadian National Millers Association filed an application requesting suspension of certain tariff items covering increased milling-in-transit charges on grain from 3 cents to 5 cents. The Board did not suspend the tariff provision complained of but has called upon the railways to file their complete submissions in the matter. The matter is now under review and issuance of formal decision of the Board is pending.

SUMMARY OF SELECTED DECISIONS OF THE BOARD

In the matter of Canadian Pacific Railway Company's Trains Nos. 3, 4, 13 and 14, known as "The Dominion" and related matters. 56 J.O.R. & R. 1, 171

On August 17, 1965, the Canadian Pacific Railway Company gave notice that "The Dominion" would be discontinued as of September 7th. The Board issued its Order No. 118362 on September 1st requiring the Company to continue to operate the train and giving notice of public hearings to inquire into the need for the train and related matters.

Hearings were held at Winnipeg, Vancouver, Calgary, Regina, Ottawa, Port Arthur, and again in Ottawa, in that sequence.

In addition to the submissions and evidence of the Company, submissions were presented at the hearings on behalf of several communities, organizations and parties. The transcript of the hearings comprises over 2,300 pages.

By Order No. 119542, dated January 7, 1966, the Board permitted the Canadian Pacific Railway Company to discontinue the operation of "The Dominion" but judgment was deferred on the question whether "The Dominion" should be resumed on a summer basis with sleepers, diners and coaches. In a supplementary judgment dated February 7, 1966, the Board required the Company to keep the passenger equipment of "The Dominion" available against the possibility that it may be needed in 1967, but it did not order the resumption of "The Dominion" during the summer.

In the matter of the Canadian Pacific Railway Company's passenger train service, inclusive of mail and express, between Sudbury and White River, both in the Province of Ontario, for the duration of the summer timetable, 1966. 56 J.O.R. & R. 306

In the Board's Judgment dated January 7, 1966, in the matter of Canadian Pacific Railway Company's train known as "The Dominion", the Board made reference to the necessity of further reviewing the need of providing an improved local passenger train service between Sudbury and White River, Ontario.

The Board arranged to have its field officers conduct a thorough review of the existing service including a study of the requirements of the Post Office Department, interviews with shippers and receivers of express as well as a review of the general pattern of passenger travel in this area.

By Order No. 120307, dated March 24, 1966, the Board ordered the Canadian Pacific Railway Company, effective with the spring change of timetable on April 24, 1966, to institute a daily passenger train service, including both mail and express services, in each direction between Sudbury and White River, in the Province of Ontario, to leave Sudbury no earlier than 7 a.m. local time, such service to continue for the duration of the summer timetable in the year 1966.

In the matter of the application of The Bell Telephone Company of Canada for approval of the replacement of its existing "Employees' Stock Plan" by a new Plan entitled "Employees' Savings Plan". 56 J.O.R. & R. 213

Inasmuch as the Board has jurisdiction over the issue of capital stock of the Bell Telephone Company, the Company applied to the Board for approval to replace its existing "Employees' Stock Plan" by a new Plan entitled "Employees' Savings Plan", for approval of certain changes and measures in respect of its existing "Employees' Stock Plan" and for the extension of the "Employees' Stock Plan" to subsidiaries of the Company.

The matter was heard at Ottawa on February 15, 1966. Subject to certain modifications, the Board by Order No. 120008, dated February 18, 1966, approved the provisions of the"Employees' Savings Plan" set out in the application as to the amount, terms and conditions of the issue of the capital stock of the Company, but the Board did not approve the extension of the "Employees' Savings Plan" to subsidiaries of the Company. The Company was given leave, however, to have the matter of such extension reviewed by the Board upon further application.

An application of Canadian Pacific Railway Company for an Order to abandon part of its Rossland Subdivision between Warfield and Rossland, in the Province of British Columbia. 56 J.O.R. & R.133

The C.P.R. applied for authority to abandon 7.5 miles of its Rossland Subdivision between Warfield and Rossland. The matter was heard at Rossland, B.C., on November 17, 1965.

The Board found that the local community would not be deprived of suitable shipping facilities and that the loss to the railway outweighed the loss and inconvenience to the public that would result from abandonment.

The Board therefore authorized the Canadian Pacific Railway to abandon operation of part of its Rossland Subdivision between Warfield and Rossland in the Province of British Columbia, a distance of 7.5 miles, such abandonment to take place not prior to March 15, 1966, on not less than 30 days' prior notice filed with the Board and published in newspapers circulated in the area. Order No. 119677, dated January 20, 1966, issued accordingly.

Application of Conaway Traffic Company for a ruling with respect to the freight charges applicable on steel angles, etc., from Sault Ste. Marie, Ont., to Amherst, N.S. 56 J.O.R. & R. 207

The Conaway Traffic Company applied for a ruling by the Board as to the freight rates applicable on eleven carload shipments of steel angles, channels, plates and/or beams forwarded from Sault Ste. Marie, Ont. to Amherst, N.S. during the period August 28th to November 27th, 1961, via the Algoma Central Railway to Oba, Ont. and thence Canadian National Railways to destination. The matter was considered and dealt with on the written submissions of the applicant and of the Algoma Central and Canadian National Railways.

The matter involved concerned the payment of freight charges based on a combination of freight rates published in regular tariffs of the railway companies concerned versus the payment of charges based on a combination of rates published in an agreed charge and a regular freight tariff.

The matter at issue was solely one of the interpretation of the provisions of the regular freight tariffs and Agreed Charge C.T.C. (AC) 1283 applicable to past shipments and did not concern the question of just and reasonable rates, nor fixed charges, for the future.

The application of the Conaway Traffic Company was dismissed. The Board found, and ruled that Agreed Charge C.T.C. (AC) 1283 could not be used to form combination rates during the period August 28 to November 27th, 1961, and that the said eleven carload shipments were subject to freight charges based upon the through rates or combination rates as published in the regular freight tariffs of the railways.

In the matter of the proposed discontinuance of Canadian Pacific Railway Company's passenger trains Nos. 132-133 and 137-138, operating between Montreal and Ottawa via Lachute Subdivision. 56 J.O.R. & R. 1027

The Canadian Pacific Railway Company notified the Board on September 21st, 1964, that due to Revenues being less than Direct Expenses, passenger trains 132-133 daily and 137-138 operating Saturday only, between Montreal and Ottawa, via Lachute, would be discontinued effective October 25, 1964.

The Board held hearings at Lachute, in the Province of Quebec on February 1 and 2, 1966, to determine the matter. The proposed discontinuance of passenger trains 132-133 and 137-138 was opposed by all municipalities, chambers of commerce and other public organizations along the Lachute Subdivision from Montreal to Hull.

The Board held that, under present conditions, the inconvenience that would result from the discontinuance of passenger trains 132-133 and 137-138, far outweighs the loss to the Railway. The increase in the number of passengers in the last two years, the inadequacy of Highway No. 8 between Montreal and Hull and the prospective demand for the transportation of passengers during the Centennial Year and for Expo '67 were considered as good reasons why the Railway's proposal should not be accepted. Consequently, the Canadian Pacific Railway Company was ordered to continue to operate trains 132-133 and 137-138 between Montreal and Ottawa via the Lachute Subdivision.

The Review respecting the British Columbia Telephone Company set forth in the Board's Notice dated March 1, 1965. 56 J.O.R. & R. 369

The Board last authorized general adjustments in telephone rates and charges in the tariffs of the British Columbia Telephone Company on December 24, 1958, (48 JOR&R 555). In the light of all the changes that had occurred in the Company's situation since that time, the Board considered that a further public examination of the Company was warranted in the public interest and issued its Notice of March 1, 1965, announcing its intention to hold a review, by way of public hearing, to consider the capital investment, revenues and expenses, debt charges, dividend payments and retained earnings of the Company and the permissive level of the Company's earnings and the basis upon which such permissive level may be authorized for telephone rate purposes. Public hearings took place at Vancouver during October and November 1965.

The Board's 165-page Judgment, dated May 4, 1966, contains a comprehensive summary of the evidence and arguments adduced by all parties.

The Board's findings with respect to certain subsidiary issues involved in the Review were as follows. With respect to payments to associated companies, the Board said it was seeking further information from the Company concerning two suppliers, Automatic Electric (Canada) Ltd., and Lenkurt Electric Company of Canada Ltd., in order to make such tests as would satisfy the Board further as to the

reasonableness of the general level of prices paid to these two suppliers; as to the special contracts with Canadian Telephones and Supplies Limited, Dominion Directory Company Limited, and the G.T. & E. Service Corporation, the Board said it was satisfied at this time that the arrangements covered by them and the remuneration thereunder were not unreasonable. In connection with pension expense, the Board declined to make a finding that there had been an excess accumulation of surplus since its decision in the 1958 rate case; (at the hearing, it had been suggested that some portion or all of the accumulated present value of prior pensionable service should be charged to such "excess accumulation of surplus" because of the adoption of a current-funding plan at the beginning of 1965). With respect to depreciation, the Board refused to grant a motion that the Board retain an outside firm of depreciation experts to conduct a study of the Company's depreciation practices and rates. The Board's previous findings in the 1950 rate case with respect to preferred dividends on a write-up of assets in 1927 were affirmed. The method of determining share-issue expense, followed by the Board in its 1958 Judgment, had not proved so impractical in the Board's view as to warrant the amortization of such expense over some 25 to 40 years. In a majority decision, the Board found that charitable donations were allowable expenses for the Company, provided they were reasonable and proper in amount and reasonable and proper as to the recipient, but the Board ruled that, for future years, the Company's charitable donations should not exceed an average of 1% of net operating income over a 5-year period. The Board held that it could not determine an issue with respect to income tax and capital cost allowances which had arisen from a decision set out in Order-in-Council PC 1958-602 on an appeal from a previous decision of the Board.

The Board's finding with respect to the permissive level of earnings was that the overall rate structure of the Company was just and reasonable at the present time, by reference to a permissive level ranging from 6.2% to 6.6% on total average capitalization.

In concluding its Judgment, the Board emphasized that all of its findings were subject to the qualification that the Board be satisfied as to the reasonableness of the general level of the prices paid by the Company to Automatic Electric and Lenkurt Electric.

The Review respecting The Bell Telephone Company of Canada set forth in the Board's Notice dated September 22, 1964. 56 J.O.R. & R. 535

The Board last authorized general adjustments in telephone rates and charges in the tariffs of The Bell Telephone Company of Canada on October 10, 1958, (48 JOR&R 391). In the light of all the changes that had occurred in the Company's situation since that time, the Board considered that a further public examination of the Company was warranted in the public interest and issued its Notice of September 22, 1964, announcing its intention to hold a review, by way of public hearing, to consider the capital investment, revenues and expenses, debt charges, dividend payments and retained earnings of the Company and the permissive level of the Company's earnings and the basis upon which such permissive level may be authorized for telephone rate purposes. Public hearings took place at Ottawa during May and June 1965.

The Board's 198-page Judgment, dated May 4, 1966, contains a comprehensive summary of the evidence and arguments adduced by all parties.

The Board found that The Bell Company had demonstrated to it that the value of the services the Company receives under the Service Agreement with the American Telephone and Telegraph Company was commensurate with the payment made therefor and that such Agreement was beneficial to the Company and its subscribers; that the Company's pension plan was reasonable and proper as to the cost the subscriber was called upon to pay through his rates; that the Company's depreciation expense represented a proper and reasonable cost to be borne by subscribers in their rates and charges; that an average debt ratio of approximately 40% was fair and reasonable for the purpose of determining a just and reasonable permissive level of earnings with which to test the justness and reasonableness of the Company's rate structure as a whole.

The Board also found that the Company's investment in Northern Electric Company Limited was not prejudicial to the interests of Bell's telephone customers; that the prices paid by Bell to Northern Electric were as low as or lower than going prices; that the rate of return earned by Northern on its Bell business was lower than the rate of return earned by Northern on its non-Bell business; that the rate of return earned by Northern on its Bell business was not unreasonable; and that Northern's rate of return on its Bell business should not be limited at the present time to the rate of return which the Board found reasonable for Bell.

The Board's finding with respect to the permissive level of earnings was that the overall rate structure of the Company was just and reasonable at the present time, by reference to a permissive level ranging from 6.2% to 6.6% on total average capitalization.

The proposed discontinuance of Canadian Pacific Railway Company's passenger trains Nos. 202 and 203, operating between Montreal and Megantic, in the Province of Quebec. 56 J.O.R. & R. 261

In October 1964 the Canadian Pacific Railway Company had discontinued trains 202 and 203 operating between Montreal and Megantic. The discontinuance of these two trains involved a reduction in the passenger train service between these points rather than a complete abandonment of such service. Consequently, the Company was under no obligation to secure the Board's approval before making such an adjustment in the service.

Subsequent to the elimination of these trains the Board received protests from several of the principal municipalities including virtually every community between Sherbrooke and Megantic. The case was set down for hearing and was heard in Sherbrooke, Quebec, on November 16th and 17th, 1965.

The Board allowed Canadian Pacific to discontinue the operation of Trains 202 and 203 between Montreal and Megantic on the understanding that a local passenger train service be provided between Sherbrooke and Megantic through the operations of Trains 201 and 206 between Megantic and Montreal instead of between Sherbrooke and Montreal as at that time.

In the matter of the application of The Glidden Company Limited for a ruling with respect to the carload freight rate applicable on paint from West Toronto, Ontario, to Edmonton, Alberta. 56 J.O.R. & R. 335

The Glidden Company Limited applied for a ruling by the Board as to the freight rate applicable on a carload shipment of paint forwarded from West Toronto, Ontario, on August 16, 1962, to Edmonton, Alberta, via the Canadian Pacific Railway. The matter was considered and dealt with on the written submissions of the applicant and of the Canadian Pacific and Canadian National Railways.

The matter involved concerned the payment of freight charges based on a freight rate published in an agreed charge versus the payment of lower charges based on a combination of freight rates published in an agreed charge and a regular freight tariff.

The matter at issue was solely one of the interpretation of the provisions of Agreed Charge C.T.C. (AC) 135 applicable to a past shipment and did not concern the question of just and reasonable rates, nor fixed charges, for the future.

The application of The Glidden Company Limited was dismissed.

The Board found and ruled, that the shipment of paint forwarded from West Toronto, Ontario, to Edmonton, Alberta, on August 16, 1962 was subject to freight charges based upon the through rate of 335 cents published in Agreed Charge C.T.C. (AC) 135.

In the matter of the application of the Canadian National Railways for authority to discontinue operation of trains Nos. 49 and 50, (which numbers were later changed to Nos. 87 and 88), between Kapuskasing and Hearst, in the Province of Ontario, and substitute a bus service in lieu thereof. 56 J.O.R. & R. 1245

The Canadian National Railways applied to the Board for authority to discontinue operation of trains Nos. 49 and 50 between Kapuskasing and Hearst, in the Province of Ontario, and to substitute a bus service along this line.

A hearing was held at Kapuskasing, Ontario, on June 8 and 9, 1966. The Board authorized the railway to discontinue the rail passenger service between Kapuskasing and Hearst, as provided by trains renumbered 87 and 88, and to substitute the passenger bus and the highway truck service for l.c.l. and express traffic, as described at the hearing.

In the matter of the application of the City of St. Jerome, in the Province of Quebec, for authority to construct Castonguay Avenue at grade across the right of way and track of the Canadian National Railways in the City of St. Jerome, in the Province of Quebec, mileage 30.95 Montfort Subdivision. 56 J.O.R. & R. 1185

The City of St. Jerome made application for a public level crossing of Castonguay Avenue over the tracks of the Canadian National Railways in the City of St. Jerome.

The application was heard at St. Jerome, in the Province of Quebec, on June 28, 1966. The Railway opposed the application on the grounds that St. Jerome with its station and other facilities is an important terminal point serving large industrial establishments in the area.

The Board held that the grade crossing requested was needed in the interest of the public and that the reasons given by the Railway to oppose the application were not such as to warrant refusal of the crossing. Order No. 121929, dated September 7, 1966, issued authorizing the crossing.

APPENDICES

APPENDIX A

TABLE 1—WAYBILL ANALYSIS

Percent of Sample Revenue

Category of Rate	1961	1962	1963	1964	1965
	%	%	%	%	%
NORMAL RATED TRAFFIC:					
Class Rates	6.7	6.0	4.9	4.7	4.6
Commodity Rates	34.6	32.9	32.3	29.6	29.3
COMPETITIVE RATED TRAFFIC:					
Competitive Rates	26.3	27.3	26.3	27.3	30.4
Agreed Charges	20.1	22.9	24.7	25.2	25.3
STATUTORY GRAIN TRAFFIC	12.3	10.9	11.8	13.2	10.4
TOTAL	100.0	100.0	100.0	100.0	100.0

TABLE 2—WAYBILL ANALYSIS

Percent of Sample Ton-Miles

Category of Rate	1961	1962	1963	1964	1965
	%	%	%	%	%
NORMAL RATED TRAFFIC:					
Class Rates	2.4	2.1	1.8	1.6	1.7
Commodity Rates	30.2	29.2	30.1	27.6	30.2
COMPETITIVE RATED TRAFFIC:					
Competitive Rates	15.7	17.1	15.1	15.3	17.2
Agreed Charges	13.7	16.8	18.7	18.8	20.4
STATUTORY GRAIN TRAFFIC	38.0	34.8	34.3	36.7	30.5
TOTAL	100.0	100.0	100.0	100.0	100.0

TABLE 3—WAYBILL ANALYSIS

Average Revenue per Freight Ton-Mile

Category of Rate	1961	1962	1963	1964	1965
	¢	¢	¢	¢	¢
NORMAL RATED TRAFFIC:					
Class Rates	4.28	4.34	3.95	4.03	3.95
Commodity Rates	1.73	1.75	1.57	1.50	1.44
COMPETITIVE RATED TRAFFIC:					
Competitive Rates	2.51	2.48	2.55	2.50	2.61
Agreed Charges	2.21	2.12	1.93	1.87	1.84
STATUTORY GRAIN TRAFFIC	0.49	0.49	0.50	0.50	0.50
TOTAL	1.51	1.55	1.46	1.40	1.48

TABLE 4—WAYBILL ANALYSIS

Average Revenue per Freight Car-Mile

Category of Rate	1961	1962	1963	1964	1965
	$	$	$	$	$
NORMAL RATED TRAFFIC:					
Class Rates	.66	.78	.67	.63	.64
Commodity Rates	.71	.71	.67	.66	.67
COMPETITIVE RATED TRAFFIC:					
Competitive Rates	.60	.60	.67	.68	.73
Agreed Charges	.64	.63	.68	.67	.68
STATUTORY GRAIN TRAFFIC	.27	.27	.28	.28	.28
TOTAL	.55	.57	.58	.57	.60

TABLE 5—OPERATING RESULTS—CLASS 1 RAILWAYS[1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1959	1,175,990,301	1,132,316,340	43,673,961	58,138,822	2,291,412
Year—1960	1,112,842,832	1,081,407,545	31,435,287	56,633,523	2,122,155
Year—1961	1,140,671,137	1,105,373,600	35,297,537	58,173,518	1,837,422
Year—1962	1,147,335,662	1,112,372,932	34,962,730	58,420,920	1,896,262
Year—1963	1,188,737,390	1,140,679,787	48,057,603	65,864,322	1,954,725
Year—1964	1,280,906,249	1,218,763,926	62,142,323	74,810,062	2,562,622
Year—1965	1,331,599,009	1,269,880,215	61,718,794	75,947,462	2,554,069
1965—9 months	982,707,252	945,122,453	37,584,799	55,003,667	2,049,497
1966—9 months	1,059,976,479	1,010,391,793	49,584,686	61,531,431	1,924,750

[1] Canadian National and Canadian Pacific Railways.

TABLE 6—OPERATING RESULTS—CLASS II RAILWAYS[1]

Period	Total Rail Operating Revenues	Total Rail Operating Expenses	Operating Income After Taxes	Revenue Freight Ton Miles	Revenue Passenger Miles
	$	$	$	(000)	(000)
Year—1959	138,855,449	122,239,745	16,615,704	9,333,997	136,995
Year—1960	132,062,602	115,573,044	16,489,558	8,229,355	128,749
Year—1961	114,306,821	106,312,720	7,994,101	7,032,834	111,877
Year—1962	123,636,757	111,021,827	12,614,930	7,926,953	107,664
Year—1963	124,314,200	112,804,802	11,509,398	7,602,446	100,888
Year—1964	145,119,005	127,181,629	17,937,376	9,311,019	106,319
Year—1965[2]	150,569,119	130,253,651	20,315,468	10,305,205	99,366
1965—8 months	98,574,495	83,717,203	14,857,292	6,702,918	69,719
1966—8 months	99,187,980	83,049,130	16,138,850	6,735,085	67,231

[1] Eighteen Railways, other than Class 1, earning over $500,000 gross rail revenues annually.
[2] Includes Arnaud Railway Company and Wabush Lake Railway for the first time in April, 1965.

TABLE 7—OPERATING RESULTS—TELEPHONE COMPANIES[1]

Period	Total Operating Revenues	Total Operating Expenses	Retained Earnings	Telephones Operated
	$	$	$	No.
Year—1959	431,471,827	359,102,572	10,551,040	3,836,309
Year—1960	463,691,137	381,391,594	6,756,080	4,037,787
Year—1961	501,028,696	407,938,886	8,091,853	4,263,129
Year—1962	544,273,386	440,322,522	13,503,987	4,484,922
Year—1963	580,368,454	470,199,756	11,304,866	4,715,205
Year—1964	630,246,637	507,152,430	17,995,955	4,974,285
Year—1965	692,661,098	556,088,557	24,198,153	5,263,061
1965—9 months	511,722,362	410,745,781	17,231,953	5,197,847
1966—9 months	560,672,845	453,380,945	15,150,444	5,501,540

[1]Includes Reports of:
The Bell Telephone Company
British Columbia Telephone Company.

TABLE 8—OPERATING RESULTS—MACKENZIE WATERWAYS COMPANIES

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Freight Carried
	$	$	$	Tons
Year—1959	4,817,918	4,866,875	(48,957)	225,049
Year—1960	3,922,862	3,858,340	64,522	193,046
Year—1961	3,439,963	3,216,458	223,505	176,280
Year—1962	3,220,268	3,095,140	125,128	164,733
Year—1963	3,706,682	3,533,873	172,809	169,167
Year—1964	4,081,174	3,737,783	343,391	178,261
Year—1965[1]	4,073,129	3,813,625	259,504	189,690

[1]Includes 1965 Reports of the following companies:
Northern Transportation Company, Ltd.
Charles Sanders
Frenchy's
E. E. Lindberg

TABLE 9—OPERATING RESULTS—INTERNATIONAL BRIDGES AND TUNNELS

Period	Total Operating Revenues	Total Operating Expenses	Operating Income After Taxes	Total Vehicles	Pedestrians	Passengers Other Than Vehicle Drivers
	$	$	$	No.	No.	No.
Year—1959.....	9,810,162	6,052,786	3,757,376	17,629,978	847,308	28,306,119
Year—1960.....	10,541,154	6,348,264	4,192,890	18,611,282	886,011	28,888,419
Year—1961.....	10,876,709	6,712,495	4,164,214	19,091,813	748,493	28,343,436
Year—1962.....	10,828,865	6,623,274	4,205,591	17,725,115	692,466	25,882,242
Year—1963.....	12,299,761	7,286,040	5,013,721	19,224,211	698,054	26,816,976
Year—1964.....	13,473,223	8,002,990	5,470,233	20,624,037	702,596	28,860,706
Year—1965[1] ..	15,161,949	9,078,518	6,083,431	23,845,957	729,264	30,048,665

[1] Includes 1965 Reports of the following companies:
Baudette-Rainy River International Toll Bridge
Blue Water Bridge Authority
Buffalo and Fort Erie Public Bridge Authority
Detroit and Canada Tunnel Corp. (October 31 annually)
Detroit International Bridge and Canadian Transit Co.
International Bridge and Terminal Co., (Fort Frances)
Niagara Falls Bridge Commission:
Lewiston-Queenston Bridge (October 31 annually)
Rainbow Bridge (October 31 annually)
Whirlpool Rapids Bridge (October 31 annually)
Ogdensburg Bridge Authority
Sault Ste. Marie International Bridge Authority of Michigan
Seaway International Bridge Corp. Ltd.
Thousand Islands Bridge Authority (February 28 annually)

APPENDIX B—ENGINEERING

TABLE 1—EXPENDITURE FOR PROTECTION AT HIGHWAY CROSSINGS 1909 TO DECEMBER 31, 1966, AND A COMPARISON OF EXPENDITURE TO POPULATION

	Population	Percentage of Total Population	Expenditure From Railway Grade Crossing Fund	Percentage Of Total Expenditures From Fund	Expenditures By Province Municipality & Utilities	Expenditures By Railway	Total
		%	$ ¢	%	$ ¢	$ ¢	$ ¢
British Columbia	1,862,000	9.37	8,552,518.57	7.25	9,533,754.82	926,608.66	19,012,882.05
Alberta	1,464,000	7.36	9,121,968.48	7.74	3,979,052.24	1,449,639.08	14,550,659.80
Saskatchewan	954,000	4.80	4,373,457.73	3.71	2,233,180.90	609,419.42	7,216,058.05
Manitoba	958,000	4.82	4,793,505.84	4.06	1,032,070.73	715,011.60	6,540,588.17
Ontario	6,895,000	34.69	61,555,306.96	52.21	39,281,206.81	20,355,317.07	121,191,830.84
Quebec	5,744,000	28.90	17,552,087.03	14.89	7,682,374.18	2,863,785.03	28,098,246.24
New Brunswick	627,000	3.15	4,269,807.58	3.62	1,591,289.07	943,597.77	6,804,694.42
Nova Scotia	760,000	3.82	5,133,852.38	4.35	1,915,919.57	874,061.06	7,923,833.01
Prince Edward Island	109,000	.55	194,633.20	0.16	41,825.17	24,508.15	260,966.52
Newfoundland	505,000	2.54	1,175,478.96	1.00	202,543.27	59,570.29	1,437,592.52
Reflectorization of Crossing Signs	.....	.....	1,025,447.35	0.87	.....	265,127.77	1,290,575.12
Reflectorization of Railway Cars	.....	.....	161,104.82	0.14	.....	40,356.58	201,461.40
TOTALS	19,878,000	100.00	117,909,168.90	100.00	67,493,216.76	29,127,002.48	214,529,388.14
PERCENTAGE OF TOTALS	.....	.....	54.96%	.....	31.46%	13.58%	100.00%

TABLE 2—DISTRIBUTION OF COMMITMENTS AND EXPENDITURES FROM THE RAILWAY GRADE CROSSING FUND BY PROVINCE—1966

PROVINCE	COMMITMENTS	EXPENDITURES
British Columbia	$ 905,187.46	$ 1,188,045.35
Alberta	624,316.28	1,663,255.73
Saskatchewan	688,571.68	809,329.11
Manitoba	2,534,180.14	567,418.74
Ontario	11,739,876.53	7,359,926.97
Quebec	4,118,473.33	2,045,521.07
New Brunswick	511,543.70	274,145.58
Nova Scotia	338,570.55	339,703.81
Prince Edward Island	60,080.00	18,376.67
Newfoundland	1,415,150.00	86,201.99
Yukon Territory	9,100.00	—
Non Allocated		
Reflectorization of Crossing Signs	189,055.00	315,872.29
Reflectorization of Railway Cars	19,028.13	21,577.85
TOTALS	$23,153,132.80	$14,689,375.16

GRADE SEPARATIONS

TABLE 3—CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1966

Asterisk denotes project approved prior to current year and a commitment from the Railway Grade Crossing Fund was approved during the year 1966

Order No.	Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund %	$
				PROVINCE OF BRITISH COLUMBIA		
119841	Feb. 7	Overhead Bridge	CNR	North Thompson Highway, mile 6.42 Clearwater Subd	80	216,000.00
120081	Feb. 28	Subway	CPR	10th Avenue, Kamloops, mile 128.02 Shuswap Subd	80	315,200.00
120081	Feb. 28	Utilities (1)	CPR	10th Avenue, Kamloops, mile 128.02 Shuswap Subd	80	240.00
122136	Sept. 27	Overhead Bridge	CPR	North Thompson Highway, east of Kamloops, mile 127.17 Shuswap Subd.	80	224,000.00
				Adjustments made to cover increased grants for projects approved prior to 1966		3,489.23
				Total		$758,929.23
				PROVINCE OF ALBERTA		
120134	Mar. 9	Overhead Bridge	CNR	Highway No. 31, near Seba Beach, mile 55.81 Edson Subd	80	126,300.00
120134	Mar. 9	Utilities (2)	CNR	Highway No. 31, near Seba Beach, mile 55.81 Edson Subd	80	3,110.00
120304	Mar. 24	Diversion	NAR	Canyon Creek, Slave Lake Subd	80	11,600.00
121614	Aug. 9	Utilities (1)	CPR	99th Street, Edmonton, mile 173.01 Willingdon Subd	80	640.00
122985	Dec. 20	Reconstruct Subway	CNR	Highway No. 16, near Bremner, mile 255.5 Wainwright Subd	50	250,000.00
122985	Dec. 20	Utilities (2)	CNR	Highway No. 16, near Bremner, mile 255.5 Wainwright Subd	50	34,500.00
				Adjustments made to cover increased grants for projects approved prior to 1966.		9,642.62
				Total		$435,792.62
				PROVINCE OF SASKATCHEWAN		
120622	Apr. 26	Reconstruct Subway	CPR	2nd Avenue East, Moose Jaw, mile 135.0 Indian Head Subd	50	144,000.00
120778	May 12	Reconstruct Subway	CNR	Highway No. 4, (Victoria Street), North Battleford, mile 0.17 Blackfoot Subd	50	178,000.00
121137	June 17	Utilities (2)	CPR	2nd Avenue East, Moose Jaw, mile 135.0 Indian Head Subd	50	1,250.00
122845	Dec. 2	Reconstruct Overhead Bridge.	CPR	Highway No. 1, near Belle Plaine, mile 119.11 Indian Head Subd	50	*77,000.00
121356	July 14	Overhead Bridge	CNR	Highway No. 10, Melville, mile 0.89 Watrous Subd	80	184,300.00
121356	July 14	Utilities (1)	CNR	Highway No. 10, Melville, mile 0.89 Watrous Subd	80	2,800.00
				Total		$587,350.00

120096—Mar. 2	Subway	CNR
121120—June 17	Overhead Bridge (dual)	CPR
121120—June 17	Utilities (2)	CPR
122189—Oct. 4	Overhead Bridge	CPR
122189—Oct. 4	Overhead Bridge	CPR

119689—Jan. 20	Reconstruct Overhead Bridge.	CNR
119689—Jan. 20	Utilities (2)	CNR
119908—Feb. 10	Reconstruct Subway	CPR
119908—Feb. 10	Utilities (3)	CPR
119992—Feb. 18	Reconstruct Overhead Bridge.	CNR
120052—Feb. 24	Overhead Bridge	CNR
120052—Feb. 24	Overhead Bridge	CPR
120119—Mar. 7	Reconstruct Subway	CPR
120121—Mar. 8	Reconstruct Subway	CNR
120367—Mar. 29	Utilities (4)	CNR
120444—Apr. 7	Reconstruct Overhead Bridge.	CPR
120444—Apr. 7	Utilities (2)	CPR
120702—May 5	Reconstruct Overhead Bridge.	CPR
120782—May 12	Subway	CPR
120782—May 12	Utilities (3)	CPR
120940—May 31	Subway	CNR
120940—May 31	Utilities (3)	CNR
120964—June 2	Overhead Bridge	CNR
120964—June 2	Utilities (3)	CNR
120965—June 2	Overhead Bridge	CPR
120965—June 2	Utilities (3)	CPR
121211—June 24	Overhead Bridge	CNR
121211—June 24	Utilities (3)	CNR
121213—June 24	Reconstruct Overhead Bridge.	T.H. & B.

PROVINCE OF MANITOBA

Provincial Trunk Highway No. 59, St. Boniface, mile 149.8 Sprague Subd.	80	500,000.00
Provincial Trunk Highway No. 59, Parish of Kildonan, mile 122.4 Keewatin Subd.	80	500,000.00
Provincial Trunk Highway No. 59, Parish of Kildonan, mile 122.4 Keewatin Subd.	80	3,400.00
Nairn Avenue, Winnipeg, mile 124.29 Keewatin Subd	80	500,000.00
Nairn Avenue, Winnipeg, mile 0.18 Lac du Bonnet Subd	80	500,000.00
Adjustments made to cover increased grants for projects approved prior to 1966.		87,844.17
Total		$2,091,244.17

PROVINCE OF ONTARIO

County Road No. 5, Township of Lobo, mile 8.07 Strathroy Subd	50	138,650.00
County Road No. 5, Township of Lobo, mile 8.07 Strathroy Subd	50	1,500.00
Highway No. 2, (Dundas Street), Whitby, mile 177.81 Belleville Subd	50	198,150.00
Highway No. 2, (Dundas Street), Whitby, mile 177.81 Belleville Subd	50	17,850.00
Parry Sound Road, Townhsip of Foley, mile 142.8 Bala Subd	50	2,800.00
6th Avenue, Port Arthur, mile 1.47 Kashabowie Subd	80	390,000.00
6th Avenue, Port Arthur, mile 130.09 Nipigon Subd	80	258,000.00
Highway No. 4, Durham, mile 15.93 Walkerton Subd	50	34,550.00
Oxford St. West, London, mile 2.61 Strathroy Subd	80	250,000.00
St. Clair Avenue East, Toronto, mile 1.4 Geco Spur	80	45,200.00
Highway No. 6, Township of Puslinch, mile 44.9 Galt Subd	50	68,000.00
Highway No. 6, Township of Puslinch, mile 44.9 Galt Subd	50	3,900.00
Hunt Street, Hamilton, mile 38.51 Hamilton Branch	50	56,000.00
Finch Avenue, Township of North York, mile 7.81 MacTier Subd	80	500,000.00
Finch Avenue, Township of North York, mile 7.81 MacTier Subd	80	108,000.00
Lincoln County Road No. 22, Vineland, mile 18.93 Grimsby Subd	80	484,000.00
Lincoln County Road No. 22, Vineland, mile 18.93 Grimsby Subd	80	14,800.00
York Mills Road, Township of North York mile 11.20 Bala Subd	80	500,000.00
York Mills Road, Township of North York mile 11.20 Bala Subd	80	22,500.00
Gladstone Avenue, Ottawa, mile 0.64 Prescott Subd	80	120,000.00
Gladstone Avenue, Ottawa, mile 0.64 Prescott Subd	80	26,800.00
Vidal Street, Sarnia, mile 0.41 Point Edward Spur	80	500,000.00
Vidal Street, Sarnia, mile 0.41 Point Edward Spur	80	15,900.00
Chatham Street, Hamilton, mile 38.85 Waterford Subd	50	104,300.00

TABLE 3—CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1966 (Continued)

Asterisk denotes project approved prior to current year and a commitment from the Railway Grade Crossing Fund was approved during the year 1966

Order No. Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund	
				%	$
			PROVINCE OF ONTARIO — *Concluded*		
121213—June 24	Utility (1)	T.H. & B.	Chatham Street, Hamilton, mile 38.85 Waterford Subd	50	1,750.00
121269—July 6	Reconstruct Overhead Bridge.	CPR	Q.E.W., Township of Etobicoke, mile 1.42 Canpa Subd	50	250,000.00
121353—July 14	Reconstruct Subway	LE & NR	County Road No. 3, Township of Townsend, mile 37.37 Port Dover to Galt Subd.	50	84,500.00
121353—July 14	Utility (1)	LE & NR	County Road No. 3, Township of Townsend, mile 37.37 Port Dover to Galt Subd.	50	125.00
121360—July 14	Subway	CNR	Kipling Avenue, Township of Etobicoke, mile 11.07 Weston Subd	80	500,000.00
121360—July 14	Utilities (3)	CNR	Kipling Avenue, Township of Etobicoke, mile 11.07 Weston Subd	80	75,600.00
120119—Mar. 7					
121366—July 15	Utility (1)	CPR	Highway No. 4, Durham, mile 15.93 Walkerton Subd	50	1,280.00
121459—July 21	Reconstruct Overhead Bridge.	CPR	Elgin Street, Bowmanville, mile 163.99 Belleville Subd	50	59,250.00
121558—Aug. 5	Reconstruct Overhead Bridge.	CNR	2nd Concession Road, (Bathurst Street), Township of King, mile 26.48 Newmarket Subd.	50	80,800.00
121558—Aug. 5	Utilities (2)	CNR	2nd Concession Road, (Bathurst Street), Township of King, mile 26.48 Newmarket Subd.	50	5,200.00
121576—Aug. 5	Reconstruct Overhead Bridge.	CNR	Sydenham Road, near Dundas, mile 3.68 Dundas Subd	50	128,500.00
121579—Aug. 8	Utilities (3)	CNR	Oxford Street West, London, mile 2.61 Strathroy Subd	50	10,200.00
120367—Mar. 29					
121591—Aug. 8	Subway	CNR	St. Clair Avenue East, Toronto, mile 1.4 Geco Spur (HB mile 326.96 Kingston Subd.)	80	362,000.00
121630—Aug. 9	Subway	CNR	Thickson Road, Township of Whitby, mile 303.23 Kingston Subd	80	430,200.00
121630—Aug. 9	Utilities (2)	CNR	Thickson Road, Township of Whitby, mile 303.23 Kingston Subd	80	1,500.00
121967—Sept. 9	Reconstruct Overhead Bridge.	CNR	Vidal Street, Sarnia, mile 0.91 St. Clair Subd	50	161,250.00
121967—Sept. 9	Utilities (3)	CNR	Vidal Street, Sarnia, mile 0.91 St. Clair Subd	50	11,600.00
122085—Sept. 21	Diversion	CPR	Highway No. 86, County of Wellington, Goderich Subd	80	54,800.00
122104—Sept. 22	Diversion	CNR	Welland County Road No. 7, Township of Humberstone, mile 15.72 Cayuga Subd.	40	31,300.00

122191—Oct. 5	Subway	CNR	Highway No. 122, Township of Toronto, mile 16.62 Oakville Subd	80	500,000.00
122336—Oct. 17	Subway	CNR	Queen Street, Brampton, mile 15.05 Halton Subd	80	500,000.00
122336—Oct. 17	Utilities (3)	CNR	Queen Street, Brampton, mile 15.05 Halton Subd	80	50,200.00
122346—Oct. 19	Diversions	CNR	Highway No. 33, Trenton, mile 0.44 Trenton Transfer Track	80	67,760.00
122347—Oct. 19	Reconstruct Subway	CNR	Highway No. 33, Trenton, mile 232.71 Kingston Subd	50	208,270.00
122347—Oct. 19	Utilities (2)	CNR	Highway No. 33, Trenton, mile 232.71 Kingston Subd	50	2,550.00
121364—July 15					
122356—Oct. 20	Overhead Bridge	CPR	Highway No. 2, near Cobourg, mile 132.82 Belleville Subd	80	263,000.00
121364—July 15					
122356—Oct. 20	Overhead Bridge	CNR	Highway No. 2, near Cobourg, mile 261.87 Kingston Subd	80	286,300.00
122356—Oct. 20	Utilities (2)	CNR & CPR	Highway No. 2, near Cobourg, mile 261.87 Kingston Subd. CN mile 132.82 Belleville Subd. CP	80	7,400.00
122362—Oct. 20	Overhead Bridge	CNR	Weber Street North, Waterloo, mile 4.33 Waterloo Subd. Elmira Branch	80	179,400.00
122363—Oct. 20	Reconstruct Overhead Bridge.	CNR	Henry Street, Whitby, mile 305.23 Kingston Subd	50	125,000.00
122363—Oct. 20	Utilities (3)	CNR	Henry Street, Whitby, mile 305.23 Kingston Subd	50	3,650.00
122368—Oct. 21	Diversion	CPR	Fort William, between miles 2.68 and 2.94 Kaministiquia Subd	80	12,700.00
122395—Oct. 25	Reconstruct Subway	CPR	Cornelia Street, Smiths Falls, mile 0.32 Belleville Subd. and mile 0.32 Chalk River Subd.	50	250,000.00
122395—Oct. 25	Utilities (3)	CPR	Cornelia Street, Smiths Falls, mile 0.32 Belleville Subd. and mile 0.32 Chalk River Subd.	50	36,900.00
122715—Nov. 25	Subway	CNR	Sheppard Avenue East, Township of North York, mile 12.54 Bala Subd	80	500,000.00
122715—Nov. 25	Utilities (3)	CNR	Sheppard Avenue East, Township of North York, mile 12.54 Bala Subd	80	82,000.00
122717—Nov. 25	Subway	CNR	Steeles Avenue, between Townships of North York and Vaughan, mile 12.92 Newmarket Subd.	80	500,000.00
122717—Nov. 25	Utilities (3)	CNR	Steeles Avenue, between Townships of North York and Vaughan, mile 12.92 Newmarket Subd.	80	32,800.00
123040—Dec. 28	Pedestrian Overhead	CPR	Young Street, Ottawa, mile 0.79 Prescott Subd	80	20,000.00
			Adjustments made to cover increased grants for projects approved prior to 1966.		303,221.08
			Total		$10,041,906.08
			PROVINCE OF QUEBEC		
119684—Jan. 20	Utilities (2)	CPR	Third Street (Cartier Street), Laval-des-Rapides, mile 10.58 Park Avenue Subd.	80	9,300.00
120011—Feb. 21	Overhead Bridge	CPR	Highway No. 11, Vimont, mile 0.94 Trois Rivieres Subd	80	381,600.00
120070—Feb. 25	Utilities (1)	CNR	Colisee Avenue, Quebec, mile 1.94 Lairet Subd	80	3,394.56
120136—Mar. 9	Overhead Bridge	CNR	Highway No. 6, Ste-Germaine-de-l'Anse-aux-Gascons, mile 30.03 Chandler Subd.	80	296,400.00
120162—Mar. 10	Overhead Bridge	CNR	Highway No. 2-A, Parish of St-Philippe-de-Neri, mile 33.63 Montmagny Subd.	80	291,440.00
120162—Mar. 10	Utilities (2)	CNR	Highway No. 2-A, Parish of St-Philippe-de-Neri, mile 33.63 Montmagny Subd.	80	7,410.00

TABLE 3—CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS, RELOCATION OF UTILITY PLANTS AND HIGHWAY DIVERSIONS FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1966 (Concluded)

Asterisk denotes project approved prior to current year and a commitment from the Railway Grade Crossing Fund was approved during the year 1966

Order No.	Date	Type of Project	Railway	Location	Commitment From the Railway Grade Crossing Fund	
					%	$
				PROVINCE OF QUEBEC — *Concluded*		
120207	Mar. 17	Subway	CNR	Highway No. 3-A, St-Bruno de Montarville, mile 63.56 St-Hyacinthe Subd.	80	133,670.00
120210	Mar. 17	Utilities (2)	CNR CPR	Montee St. Charles, Beaconsfield, mile 15.64 Cornwall Subd. (CNR) mile 10.18 Winchester Subd. (CPR).	80	45,640.00
120470	Apr. 12	Reconstruct Overhead Bridge.	CNR	Township of Shipton, mile 72.5 Danville Subd.	50	13,250.00
120838	May 19	Reconstruct Overhead Bridge.	CNR	Highway No. 15 (Ste. Anne Boulevard), Giffard, mile 2.59 Murray Bay Subd.	50	197,900.00
121308	July 12	Utilities (2)	CPR	Highway No. 8, Ayersville, mile 46.11 Lachute Subd.	80	8,800.00
121514	July 29	Overhead Bridge	CPR	Rockland Avenue, Outremont mile 0.42 Outremont Subd., mile 49.4 Adirondack Subd.	80	500,000.00
121640	Aug. 10	Overhead Bridge	CNR	Highway No. 6, Parish of Ste. Marie de Sayabec, mile 77.53 Mont Joli Subd.	80	313,600.00
122890	Dec. 8	Reconstruct Overhead Bridge.	CPR	Charest Boulevard West, Quebec, mile 0.40 Wolfe's Cove Branch.	50	214,500.00
122977	Dec. 19	Reconstruct Subway	CNR	Highway No. 21, Richelieu, mile 43.21 Granby Subd.	50	5,000.00
122983	Dec. 19	Diversion	CNR	Ste-Therese Road, Louis Joliette, mile 199.69 Monk Subd.	40	9,800.00
				Adjustments made to cover increased grants for projects approved prior to 1966.		168,991.11
				Total		$2,600,695.67
				PROVINCE OF NEW BRUNSWICK		
119850	Feb. 7	Diversion	CPR	Highway No. 10, near Pennlyn Station, Queens County, Minto Subd.	80	93,450.00
119850	Feb. 7	Utilities (1)	CPR	Highway No. 10, near Pennlyn Station, Queens County, Minto Subd.	80	640.00
120526	Apr. 18	Reconstruct Subway	CNR	Route No. 6, Moncton, mile 1.4 Gort Subd.	50	127,500.00
122700	Nov. 24	Reconstruct Subway	CNR	Union Street, Fredericton, mile 109.2 Nashwaak Subd.	50	102,000.00
122700	Nov. 24	Utilities (2)	CNR	Union Street, Fredericton, mile 109.2 Nashwaak Subd.	50	2,150.00
				Adjustments made to cover increased grants for projects approved prior to 1966.		2,696.17
				Total		$328,436.17

			PROVINCE OF NOVA SCOTIA		
			Adjustments made to cover increased grants for projects approved prior to 1966.		39,432.10
			Total		$39,432.10
			PROVINCE OF PRINCE EDWARD ISLAND		
			NIL		
			PROVINCE OF NEWFOUNDLAND		
119681—Jan. 20	Overhead Bridge	CNR	Trans-Canada Highway No. 2, Steady Brook, mile 399.12 Bishop's Falls Subd.	80	*500,000.00
120006—Feb. 18	Utilities (2)	CNR	Trans-Canada Highway No. 2, Steady Brook, mile 399.12 Bishop's Falls Subd.	80	8,140.00
120069—Feb. 25	Overhead Bridge	CNR	Trans-Canada Highway near Humbermouth, mile 402. Bishop's Falls Subd.	80	401,600.00
121992—Sept. 12	Overhead Bridge	CNR	Ferry Terminal Access Road, Port aux Basques, mile 0.2 Port aux Basques Yard Track.	80	403,920.00
121994—Sept. 12	Reconstruct Overhead Bridge.	CNR	Ile aux Morts Road, Port aux Basques, mile 547.5 Port aux Basques Subd.	50	77,280.00
			Total		$1,390,940.00
			GRAND TOTAL		$18,274,726.04

TABLE 4—CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS WHICH DID NOT QUALIFY FOR A GRANT FROM THE RAILWAY GRADE & CROSSING FUND—1966

Order No. and Date	Type of Project	Railway	Location
		PROVINCE OF BRITISH COLUMBIA	
122618—Nov. 18	Reconstruct Subway	CPR	Windermere Street, Vancouver, mileage 125.24 Cascade Subdivision.
		PROVINCE OF ALBERTA	
119887—Feb. 9	Overhead Bridge	CPR	24th Street West, Calgary, mileage 2.25 Laggan Subdivision.
120840—May 19	Overhead Bridge	CNR	Highway No. 14, near Edmonton, mileage 3.98 Camrose Subdivision.
121481—July 28	Overhead Bridge	CPR	Highway No. 12, in S.E. ¼ of Section 5, Twp. 39, Rge. 20, W4M, mileage 62.68 Lacombe Subdivision.
122772—Nov. 29	Overhead Bridge	NAR	Highway No. 2, Peace River.

TABLE 4—CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS WHICH DID NOT QUALIFY FOR A GRANT FROM THE RAILWAY GRADE CROSSING FUND—1966 (Concluded)

Order No. and Date	Type of Project	Railway	Location
		PROVINCE OF SASKATCHEWAN	
120264—Mar. 21	Overhead Bridge	CNR	Highway No. 11 in N.E. ¼ of Section 2, Twp. 36, Rge. 5, W3M, mileage 185.22 Watrous Subdivision.
120687—May 3 122830—Dec. 1	Overhead Bridge	CNR	Highway No. 1, near Moose Jaw, mileage 38.14 Central Butte Subdivision.
		PROVINCE OF MANITOBA	
120418—Apr. 9	Overhead Bridge	CPR	Provincial Trunk Highway No. 1, Portage la Prairie By-Pass, mileage 58.96 Carberry Subdivision.
120463—Apr. 7	Overhead Bridge	CNR	Provincial Trunk Highway No. 10, Municipal District of Flin Flon, mileage 84.5 Flin Flon Subdivision.
121735—Aug. 17	Pedestrian Overhead Bridge	CPR	C.P.R. yard tracks at Weston.
122246—Oct. 7	Overhead Bridge	CNR	Mileage 329.3 Herchmer Subdivision.
123050—Dec. 30	Subway	CNR	Provincial Road No. 482, mileage 20.12 Tonkin Subdivision.
		PROVINCE OF ONTARIO	
119591—Jan. 11	Reconstruct Overhead Bridge	CNR	Farm road, Tillsonburg, mileage 95.26 Cayuga Subdivision.
120256—Mar. 21	Pedestrian Subway	CPR	Dryden, mileage 63.3 Ignace Subdivision.
120376—Mar. 31	Overhead Bridge	T.H. & B.R.	Hamilton, mileage 0.64 Dundas Subdivision.
120384—Apr. 4	Overhead Bridge	L.E. & N.R.	Highway No. 403, in Lot 17, Concession 2, Township of Brantford, mileage 16.08 Port Dover to Galt Subdivision.
120689—May 3	Subway	CNR	Highway No. 58, Thorold, mileage 5.60 Fonthill Subdivision.
120950—May 31	Subway	T.H. & B.R.	Highway No. 403, Hamilton, mileage 40.0 Waterford Subdivision.
121347—July 14	Pedestrian Subway	CNR	Township of Markham, mileage 17.33 Bala Subdivision.
121351—July 14	Pedestrian Subway	CNR	Port Union, mileage 317.3 Kingston Subdivision.
122073—Sept. 21	Pedestrian Subway	CNR	Eglinton Commuter Station, mileage 323.19 Kingston Subdivision.
122176—Oct. 3	Pedestrian Subways (2)	CNR	Township of Scarborough, County of York, mileage 321.45 Kingston Subdivision.
122433—Oct. 31	Pedestrian Subway	CNR	Clarkson, mileage 16.63 Oakville Subdivision.
122584—Nov. 15	Pedestrian Subways (2)	CNR	Port Credit Station, Port Credit, mileage 12.81 Oakville Subdivision.
122620—Nov. 18	Reconstruct Subway	CNR	Elizabeth Street, Grimsby, mileage 27.6 Grimsby Subdivision.
122809—Dec. 1	Reconstruct Subway	CNR	Township of Nichol, mileage 45.2 Fergus Subdivision.
123017—Dec. 22	Subway	CNR	Mileage 47.4 Bruce Lake Branch.
123034—Dec. 27	Pedestrian Subway	CNR	Mimico Station, Mimico, mileage 6.76 Oakville Subdivision.

		PROVINCE OF QUEBEC	
119938—Feb. 14	Overhead Bridges	CPR	Laurentides Autoroute, Ste. Therese, mileage 19.08 Park Avenue Subdivision.
120088—Mar. 2	Overhead Bridge	CNR	Highways Nos. 2 and 17 (Decarie Boulevard), Montreal, mileage 4.23 Montreal Subdivision.
120150—Mar. 9	Subway	CPR	Upper Lachine Road, Montreal, mileage 2.51 Westmount Subdivision.
120484—Apr. 13	Overhead Bridge	CNR CPR	MacDonald College, Ste. Anne de Bellevue, mileage 20.43 Cornwall Subdivision (CNR) and mileage 14.96 Winchester Subdivision (CPR).
121144—June 17	Subway	CNR	Viaduct "B", Carillon Avenue, Montreal, mileage 3.97 Montreal Subdivision.
121161—June 20	Overhead Bridges (15)	CNR	Connecting roads between Champlain Bridge and Trans-Canada Highway and access roads to Highways Nos. 2 and 17, Montreal.
121162—June 20	Overhead Bridges (7)	CNR	Connecting roads between Champlain Bridge and Trans-Canada Highway and access roads to Highways Nos. 2 and 17, Montreal.
121189—June 22	Overhead Bridge	CNR	Connecting road between Champlain Bridge, Highways Nos. 2 and 17, and the Trans-Canada Highway, Montreal, mileage 1.25 Canal Bank Branch.
121517—July 29	Subway	CNR	Choquette Street, St. Hyacinthe, mileage 41.55 St. Hyacinthe Subdivision.
121911—Sept. 6	Overhead Bridge	CNR	Access road, Montreal, mileage 5.83 Montreal Subdivision.
122197—Oct. 5	Pedestrian Subway	CNR	Boischatel, County of Montmorency, mileage 6.58 Murray Bay Subdivision.
122848—Dec. 2	Reconstruct Subway	CPR	Tanneries Street, Roxton Falls, mileage 35.6 Drummondville Subdivision.
		PROVINCE OF NEW BRUNSWICK	
122355—Oct. 20	Overhead Bridge	CNR	Trans-Canada Highway, Parish of St. Leonard, mileage 105.17 St. Quentin Subdivision.
		PROVINCE OF NOVA SCOTIA	
119818—Feb. 4	Overhead Bridge	CNR	Trans-Canada Highway (Amherst By-Pass) County of Cumberland, mileage 78.18 Springhill Subdivision.
119824—Feb. 4	Overhead Bridge	CNR	Trans-Canada Highway (Amherst By-Pass) County of Cumberland, mileage 75.00 Springhill Subdivision.
120278—Mar. 22	Subway	CNR	Trans-Canada Highway, near Oxford, mileage 2.2 Oxford Subdivision.
120601—Apr. 26	Overhead Bridge	CNR	Trans-Canada Highway, near Tracadie, mileage 105.5 Hopewell Subdivision.
120604—Apr. 26	Overhead Bridge	CNR	Trans-Canada Highway, near Linwood, mileage 111.58 Hopewell Subdivision.
120731—May 9	Overhead Bridge	CNR	Trans-Canada Highway, North Sydney, mileage 98.0 Sydney Subdivision.
121581—Aug. 8	Overhead Bridge	CNR	Truro By-Pass, County of Colchester, mileage 3.16 Springhill Subdivision.
123039—Dec. 28	Overhead Bridge	CNR	Trans-Canada Highway, County of Pictou, mileage 1.53 of the spur off mileage 71.43 Oxford Subdivision.

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1966

Order No.	Date	Rly.	Location	Commitment from the Railway Grade Crossing Fund
				$
			PROVINCE OF BRITISH COLUMBIA	
Installations of flashers and bell at unprotected crossings				
119495	Jan. 4	GNR	Elevator Road, District of Surrey, mile 138.9 Third Subd.	9,200.00
119645	Jan. 18	CNR	Highway No. 16, near Willow River, mile 124.83 Fraser Subd.	9,040.00
119646	Jan. 18	CNR	Highway No. 16, Giscome, mile 122.74 Fraser Subd.	12,960.00
119859	Feb. 8	CPR	Chemainus Road, near Chemainus, mile 50.01 Victoria Subd.	8,240.00
119861	Feb. 8	CNR	Highway No. 16, near Aleza Lake, mile 110.95 Fraser Subd.	9,040.00
120140	Mar. 9	CPR	Henry Road, near Chemainus, mile 50.6 Victoria Subd.	10,240.00
120231	Mar. 18	CNR	Highway No. 16, Hansard, mile 100.39 Fraser Subd.	9,840.00
120454	Apr. 7	CPR	Road No. 210, Malakwa, mile 32.47 Shuswap Subd.	11,280.00
120776	May 12	CNR	Highway No. 16, Steelako, mile 110.0 Nechako Subd.	9,120.00
121834	Aug. 26	CPR	Sherman Road, District of North Cowichan, mile 0.60 Lake Cowichan Subd.	7,920.00
122198	Oct. 5	CPR	Pitt River Road, District of Coquitlam, mile 1.52 Westminster Subd.	9,200.00
122497	Nov. 7	GNR	Keslo Street, Vancouver, mile 153.82 Third Subd.	13,600.00
Installation of short arm gates, flashers and bell at unprotected crossings				
122000	Sept. 13	CPR	17th Avenue, Albion, mile 99.7 Cascade Subd.	16,900.00
			Adjustments made to cover increased grants for projects approved prior to 1966.	98.23
			Total.	$136,678.23
			PROVINCE OF ALBERTA	
Installation of flashers and bell at unprotected crossings				
119779	Feb. 1	CPR	near Tilley, mile 53.6 Brooks Subd.	7,440.00
119997	Feb. 18	CNR	Highway No. 9, East of Hanna, mile 1.49 Sheerness Subd.	11,280.00
120304	Mar. 24	NAR	Canyon Creek, mile 176.69 Slave Lake Subd.	3,500.00
120305	Mar. 24	CNR	Highway No. 17, Butze, mile 103.05 Wainwright Subd.	12,960.00
120642	Apr. 26	CPR	30th Street North, Lethbridge, mile 106.60 Taber Subd.	14,800.00
120786	May 12	CPR	County of Newell No. 4, mile 59.66 Brooks Subd.	7,760.00
120996	June 7	CNR	Dinosaur Trail, near Drumheller, mile 49.86 Drumheller Subd.	8,400.00
121068	June 13	CPR	East-West Access Road, Crossfield, mile 29.12 Red Deer Subd.	10,160.00
121098	June 15	CNR	District Highway No. 524J, near Peers, mile 113.67 Edson Subd.	13,600.00

121014—Aug. 9	CPR	99th Street, Edmonton, mile 173.01 Willingdon Subd.	
121965—Sept. 9	CNR	Main Street, Redwater, mile 29.51 Coronado Subd.	11,200.00
121990—Sept. 9	NAR	108th Avenue, Grande Prairie, mile 48.78 Grande Prairie Subd.	13,520.00
122354—Oct. 19	NAR	137th Avenue, Edmonton, mile 1.24 Edmonton Subd.	9,120.00
122502—Nov. 7	CNR & CPR	104th Avenue, Edmonton, CNR-CPR Interchange Tracks.	9,280.00
122958—Dec. 16	CNR	District Highway No. 524E, MacKay, mile 92.26 Edson Subd.	12,460.00
123000—Dec. 20	CNR	Grandin Avenue, Morinville, mile 20.75 Athabasca Subd.	13,920.00
Improvements to existing protection			12,720.00
121960—Sept. 9	CPR	50th Avenue S.E., Calgary, mile 172.10 Brooks Subd.	
		Adjustments made to cover increased grants for projects approved prior to 1966.	508.40
			4,598.64
		Total.	$177,227.04

PROVINCE OF SASKATCHEWAN

Installation of flashers and bell at unprotected crossings			
119607—Jan. 13	CNR	Highway No. 4, near Hamlin, mile 0.70 Hatherleigh Subd.	7,680.00
119750—Jan. 27	CNR	Highway No. 39A, Bienfait, mile 85.32 Lampman Subd.	8,560.00
119754—Jan. 27	CNR	Provincial Road No. 305, near Warman, mile 3.58 Langham Subd.	7,700.00
119927—Feb. 14	CNR	First Avenue, Unity, mile 58.36 Unity Subd. & mile 0.05 Bodo Subd.	14,160.00
120505—Apr. 14	CPR	Highway No. 31, Hardisty, mile 62.03 Hardisty Subd. & mile 46.29 Macklin Subd.	17,720.00
120818—May 16	CNR	Highway No. 3, near Melfort, mile 100.74 Tisdale Subd.	8,120.00
121122—June 17	CNR	R.M. of Milton No. 292, mile 30.64 Oyen Subd.	10,080.00
121599—Aug. 8	CNR	Highway No. 55, near Shellbrook, mile 2.15 Big River Subd.	10,620.00
121710—Aug. 15	CNR	Lorne Avenue, Saskatoon, mile 188.36 Watrous Subd.	11,080.00
		Adjustment made to cover increased grants for projects approved prior to 1966.	4,846.68
		Total.	$100,566.68

PROVINCE OF MANITOBA

Installation of flashers and bell at unprotected crossings			
119644—Jan. 18	CNR	Provincial Road No. 271, Pine River, mile 48.52 Cowan Subd.	7,860.00
119691—Jan. 20	CPR	Provincial Trunk Highway No. 7, Stony Mountain, mile 11.15 Arborg Subd.	12,800.00
119959—Feb. 16	CPR	Provincial Road No. 252, Hargrave, mile 55.50 Broadview Subd.	13,600.00
120001—Feb. 18	CNR	Highway No. 15, Contour, mile 205.93 Redditt Subd.	11,440.00
120471—Apr. 12	CNR	Provincial Trunk Highway No. 10, Minto, mile 30.02 Hartney Subd.	8,120.00
120779—May 12	CPR	Provincial Road No. 242, Bagot, mile 71.10 Carberry Subd.	8,400.00
120817—May 16	CNR	Near Carberry, mile 5.16 Carberry Subd.	8,880.00
120833—May 17	CNR	Provincial Road No. 311, Newton, mile 45.94 Rivers Subd.	9,440.00
121876—Aug. 31	CNR	26th Street, Brandon, mile 1.78 Cromer Subd.	9,920.00
122132—Sept. 27	CPR	Highway No. 248, Fannystelle, mile 30.73 Glenboro Subd.	8,920.00
122200—Oct. 5	CPR	Waverley Street, Fort Garry, mile 2.06 Manitoba Sugar Spur (H.B. mile 8.5 La Riviere Sd.).	6,080.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1966 (Continued)

Order No.	Date	Rly.	Location	Commitment from the Railway Grade Crossing Fund
				$
			PROVINCE OF MANITOBA (Concluded)	
122408	Oct. 26	CNR	Windermere Avenue, Fort Garry, mile 0.45 Letellier Subd.	9,480.00
122412	Oct. 27	CPR	Kimberly Avenue, East Kildonan, mile 1.60 Lac du Bonnet Subd.	9,200.00
122660	Nov. 22	CNR	Provincial Road No. 464, Inglow, mile 113.41 Rivers Subd.	11,840.00
122666	Nov. 22	CNR	Provincial Road No. 203, Woodridge, mile 88.43 Sprague Subd.	9,680.00
122667	Nov. 22	CNR	Provincial Road No. 330, Morris, mile 36.44 Letellier Subd.	8,640.00
122670	Nov. 22	CNR	Provincial Road No. 221, Moore, mile 8.56 Oak Point Subd.	8,500.00
122675	Nov. 23	CNR	Provincial Road No. 474, Arrow River, mile 173.96 Rivers Subd.	11,800.00
122681	Nov. 23	CNR	Provincial Road No. 242, Caye East, mile 70.46 Rivers Subd.	11,580.00
122691	Nov. 23	CNR	Access Road, Vassar, mile 68.68 Sprague Subd.	10,960.00
122694	Nov. 23	CNR	Access Road, Middlebro, mile 48.56 Sprague Subd.	9,200.00
122695	Nov. 23	CPR	Provincial Road No. 260, near Plumas, mile 40.37 Minnedosa Subd.	7,600.00
122696	Nov. 23	CNR	Provincial Road No. 247, near St. Norbert, mile 9.50 Letellier Subd.	8,400.00
122703	Nov. 24	CNR	Provincial Road No. 305, Ste. Agathe, mile 20.40 Letellier Subd.	9,380.00
122706	Nov. 24	CNR	Provincial Road No. 334, near Diamond, mile 13.85 Rivers Subd.	9,860.00
122707	Nov. 24	CNR	Provincial Road No. 205, Silver Plains, mile 29.48 Letellier Subd.	9,900.00
122738	Nov. 28	CNR	Provincial Road No. 350, near Deer, mile 76.57 Rivers Subd.	11,500.00
122757	Nov. 29	CNR	Provincial Road No. 352, Firdale, mile 91.90 Rivers Subd.	12,800.00
122959	Dec. 16	CNR	Provincial Road No. 256, Cromer, mile 60.13 Cromer Subd.	12,720.00
122961	Dec. 16	CPR	Provincial Road No. 475, Foxwarren, mile 67.30 Bredenbury Subd.	8,080.00
122964	Dec. 16	CPR	Provincial Road No. 401, Birds Hill, mile 6.66 Lac du Bonnet Subd.	10,320.00
122966	Dec. 16	CPR	Provincial Road No. 352, Arden Ridge, mile 47.97 Minnedosa Subd.	8,000.00
Installation of short arm gates, flashers and bell at unprotected crossings				
119538	Jan. 6	CPR	Highway No. 457, Chater, mile 129.72 Carberry Subd.	22,560.00
119870	Feb. 8	CPR	Highway No. 526, High Bluff, mile 48.82 Carberry Subd.	17,760.00
120002	Feb. 18	CPR	Main Street, Whitemouth, mile 71.94 Keewatin Subd.	21,200.00
120222	Mar. 18	CPR	Highway No. 430, Austin, mile 85.00 Carberry Subd.	25,040.00
120435	Apr. 7	CPR	Provincial Road No. 352, Sidney, mile 93.27 Carberry Subd.	21,280.00
122945	Dec. 15	CPR	Provincial Road No. 221, Rural Municipality of Rosser, mile 7.09 Carberry Subd.	19,200.00
			Adjustments made to cover increased grants for projects approved prior to 1966	675.97
			Total	$442,615.97

Installation of flashers and bell at unprotected crossings

119488—Dec. 31	ACR	Highway No. 556, Township of Hodgins, mile 30.90 Soo Subd.	7,100.00
119548—Jan. 6	ACR	Highway No. 556, Township of Deroche, mile 23.14 Soo Subd.	6,800.00
119559—Jan. 7	C. & O.	County Road No. 15, Dresden, mile 29.70 No. 2 Subd.	10,696.00
119568—Jan. 7	ACR	Highway No. 556, Township of Aweres, mile 17.51 Soo Subd.	7,558.00
119854—Feb. 8	CNR	Highway No. 70, Shallow Lake, 62.33 Owen Sound Subd.	7,440.00
119858—Feb. 8	CNR	County Road No. 3, near Silver, mile 30.83 Guelph Subd.	9,280.00
119890—Feb. 9	CNR	Langstaff Road, Township of Vaughan, mile 15.50 Newmarket Subd.	10,960.00
120051—Feb. 23	CNR	Highway No. 20, Fonthill, mile 11.87 Fonthill Subd.	11,520.00
120055—Feb. 24	CNR	Florence Street, Emo, mile 109.06 Fort Frances Subd.	10,600.00
120185—Mar. 14	CNR	Highway No. 596, near Minaki, mile 138.82 Redditt Subd.	9,488.00
120206—Mar. 16	CPR	Highway No. 559, Township of Shawanaga, mile 39.50 Parry Sound Subd.	10,000.00
120224—Mar. 18	CNR	Highway No. 560, Township of Westbrook, mile 69.41 Ruel Subd.	13,440.00
120313—Mar. 24	CNR	Highway No. 48, south of Baldwin, mile 3.36 Sutton Spur, off mile 44.83 Bala Subd.	5,200.00
120350—Mar. 28	CNR	Highway No. 7, near Denfield, mile 12.37 Exeter Subd.	7,360.00
120446—Apr. 7	CNR	Sparrow Lake Road East, Township of Morrison, mile 106.44 Newmarket Subd.	11,200.00
120519—Apr. 18	CNR	Highway No. 23, Township of Biddulph, mile 12.02 Forest Subd.	7,280.00
120635—Apr. 26	CNR	Queen Street, Emo, mile 108.91 Fort Frances Subd.	11,940.00
120638—Apr. 26	C. & O.	Kent County Road No. 38, Wilkie, mile 78.3 No. 1 Subd.	11,824.00
120639—Apr. 26	C. & O.	Kent County Road No. 6, County of Kent, mile 64.3 No. 1 Subd.	11,304.00
120640—Apr. 26	CNR	Highway No. 599, Savant Lake, mile 78.26 Allanwater Subd.	11,600.00
120645—Apr. 26	C. & O.	County Road No. 30, near Chatham, mile 21.5 No. 2 Subd.	8,904.00
120662—Apr. 29	CPR	Kent County Road No. 2, west of Jeanette, mile 77.59 Windsor Subd.	10,700.00
120667—Apr. 29	C. & O.	Kent County Road No. 5, Stevenson, mile 55.30 No. 1 Subd.	10,880.00
120675—Apr. 29	ACR	Fifth Line Road, Sault Ste. Marie, mile 8.05 Soo Subd.	6,985.00
120676—May 2	C. & O.	Kent County Road No. 35, near Eberts, mile 24.2 No. 2 Subd.	11,240.00
120677—May 2	CPR	Kent County Road No. 24, west of Bothwell, mile 44.07 Windsor Subd.	10,700.00
120694—May 4	CNR	Highway No. 596, Township of Pelican, mile 140.37 Redditt Subd.	10,480.00
120755—May 10	CNR	Prince Edward County Road No. 1, Township of Hallowell, mile 1.47 Picton Subd.	9,280.00
120759—May 11	CPR	Township of Zone, mile 49.09 Windsor Subd.	10,800.00
120826—May 17	CNR	Conroy Road, Ottawa, mile 1.90 Walkley Line.	11,760.00
120834—May 17	C. & O.	Kent County Road No. 3, Renwick, mile 50.5 No. 1 Subd.	8,904.00
120907—May 30	ACR	Lot 8, Concession 6, Searchmont, mile 31.42 Soo Subd.	9,587.00
120912—May 30	CPR	Shannon Road, Sault Ste. Marie, mile 129.03 Thessalon Subd.	10,500.00
120915—May 30	CNR	Between Concessions 2 and 3, Township of Armour, mile 166.97 Newmarket Subd.	9,500.00
120924—May 30	CNR	Prince Edward County Road No. 12, Bloomfield, mile 4.15 Picton Subd.	10,480.00
120928—May 30	CNR	Road No. 805, Township of Dana, mile 106.04 Alderdale Subd.	9,680.00
120946—May 31	CPR	Old Highway No. 17, White Fish, mile 18.23 Webbwood Subd.	11,300.00
120947—May 31	CPR	Frontenac Street, Sault Ste. Marie, mile 126.32 Thessalon Subd.	11,100.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1966 (Continued)

Order No. Date	Rly.	Location	Commitment from the Railway Grade Crossing Fund
			$
		PROVINCE OF ONTARIO (Continued)	
120994—June 6	CPR	Greenwood Road, Township of Pickering, mile 184.95 Belleville Subd.	11,100.00
121034—June 10	CNR	Redditt, mile 122.9 Redditt Subd.	11,600.00
121067—June 13	CNR	Chippawa Road, Township of Humberstone, mile 15.18 Cayuga Subd.	11,300.00
121077—June 14	CPR	Hope Street, Port Hope, mile 141.15 Belleville Subd.	9,700.00
121086—June 14	CPR	8th Concession Road, Township of Blenheim, mile 73.40 Galt Subd.	11,000.00
121219—June 28	CNR	County Road No. 21, near Beachburg, mile 74.09 Beachburg Subd.	9,440.00
121297—July 11	CPR	Concession 2, Lot 2, Township of Essa, mile 45.84 MacTier Subd.	11,000.00
121393—July 18	CPR	Between lots 18 and 19, Concession 11, Township of North Dumfries, mile 60.90 Galt Subd.	11,000.00
121396—July 18	CNR	4th Line Road, Township of Esquesing, mile 33.54 Guelph Subd.	20,800.00
	CNR	3rd Line Road, Township of Esquesing, mile 34.25 Guelph Subd.	
121399—July 18	CNR	Between Concessions 3 and 4, lot 6, Township of Eramosa, mile 42.19 Guelph Subd.	9,440.00
121425—July 19	CNR	Forced Road, Jockvale, mile 5.73 Smiths Falls Subd.	9,120.00
121465—July 22	CNR	Eastern Avenue, Acton, mile 35.48 Guelph Subd.	13,700.00
121542—Aug. 2	C. & O.	Kent County Road No. 27, Township of Raleigh, mile 68.10 No. 1 Subd.	10,400.00
121622—Aug. 9	CNR	Nelson Street, Stratford, mile 0.55 Thorndale Subd.	8,080.00
121704—Aug. 15	C. & O.	Kent County Road No. 40, south of Dresden, mile 31.2 No. 2 Subd.	12,900.00
121707—Aug. 15	CPR	Township Road, between Townships of Pilkington and Guelph, mile 37.82 Goderich Subd.	8,400.00
121741—Aug. 17	CNR	County Road No. 19 near Atherley, mile 90.17 Newmarket Subd.	11,200.00
121785—Aug. 23	CNR	West Gore Street, Stratford, mile 0.45 Thorndale Subd.	7,920.00
121786—Aug. 23	CNR	Lorne Avenue, Stratford, mile 1.33 Thorndale Subd.	11,040.00
121826—Aug. 25	CNR	McCarthy Road, Ottawa, mile 4.54 Walkley Line.	8,000.00
121863—Aug. 30	C. & O.	Essex County Road No. 8, Arner, mile 26.00 No. 1 Subd.	17,600.00
121871—Aug. 31	CNR	County Road No. 21, Township of Kenyan, mile 29.53 Alexandria Subd.	10,400.00
121887—Sept. 1	CNR	County Road No. 9, Richmond, mile 12.89 Smiths Falls Subd.	10,960.00
121888—Sept. 1	CNR	Sideroads 5 and 6, Township of Whitchurch, mile 27.30 Bala Subd.	11,680.00
121962—Sept. 9	CNR	Between lots 10 and 11, Concession 5, Township of Nepean, mile 9.73 Smiths Falls Subd.	10,160.00
121964—Sept. 9	CNR	Ottawa Street, Richmond, mile 12.54 Smiths Falls Subd.	10,640.00
121984—Sept. 9	CNR	Hastings County Road No. 8, Stirling, mile 18.04 Campbellford Subd.	10,480.00
121996—Sept. 13	ACR	Peoples Road, Sault Ste. Marie, mile 6.0 Soo Subd.	9,590.00
122002—Sept. 13	CPR	Walkley Road, Ottawa, mile 4.17 Prescott Subd.	11,300.00
122083—Sept. 21	T.H. & B.	Shellard Road, Township of Brantford, mile 66.27 Waterford Subd.	7,690.00

122094—Sept. 22	CPR	Highway No. 89, near Harriston, mile 40.65 Teeswater Subd	11,100.00
122095—Sept. 22	CPR	Elgin County Road No. 52, Township of Yarmouth, mile 30.13 St. Thomas Subd	8,500.00
122101—Sept. 22	CNR	Lot 10, Concessions 5 and 6, Township of Nepean, mile 9.91 Smiths Falls Subd	10,240.00
122127—Sept. 26	CPR	Lot 7, Concession 13, Township of East Flamborough mile 42.57 Galt Subd	9,200.00
122130—Sept. 27	CNR	Carleton County Road No. 7, near Richmond, mile 11.97 Smiths Falls Subd	9,280.00
122131—Sept. 27	CPR	Between Concessions 4 and 5, Township of Albion, mile 25.58 MacTier Subd	11,000.00
122214—Oct. 6	CPR	Van Buren Street, Kemptville, mile 29.16 Prescott Subd	11,300.00
122261—Oct. 7	CNR	County Road No. 22, County of Middlesex, mile 12.59 Exeter Subd	7,760.00
122320—Oct. 13	CNR	Neebing Avenue, Fort William, mile 0.56 Mission Spur, H.B. mile 7.78 Kashabowie Subd	10,600.00
122416—Oct. 27	CNR	Cambria and MacKenzie Streets Junction, Stratford, miles 0.38 and 0.37 Thorndale Subd	
	CNR	Dufferin Street, Stratford, mile 0.41 Thorndale Subd	14,080.00
122485—Nov. 7	CNR	Exnouth Street, Sarnia, mile 2.40 Point Edward Spur	
122559—Nov. 10	CNR	Victoria Street, Barrie, mile 63.50 Newmarket Subd	7,680.00
122569—Nov. 14	CNR	Tiffin Street, Barrie, mile 63.0 Newmarket Subd	10,320.00
122592—Nov. 16	CNR	Hallowell Township Road, Bloomfield, mile 3.28 Picton Subd	15,440.00
122724—Nov. 25	CNR	11th Concession Road, Township of Innisfil, mile 58.47 Newmarket Subd	8,400.00
122747—Nov. 29	CPR	Lot 7, Concession 11, Township of Denison, mile 21.18 Webbwood Subd	9,440.00
122986—Dec. 20	CNR	County Road No. 4 (Talbot Street), Picton, mile 1.14 Bethlehem Spur (H.B. mile 1.31 Marmora Subd.)	11,300.00
122988—Dec. 20	CNR	County Road No. 5, (Johnston Street, Picton, mile 1.93 Bethlehem Spur (H.B. mile 1.31 Marmora Subd.)	8,320.00
123006—Dec. 20	CNR	Townline Road, Townships of Innisfil and Essa, mile 3.00 Meaford Subd	8,320.00
123026—Dec. 22	CPR	No. 32 Sideroad, Township of Chinguacousy, mile 18.40 Orangeville Subd	9,200.00
123030—Dec. 23	C. & O.	Lambton County Road No. 2, Township of Sombra, mille 53.7 No. 2 Subd	10,100.00
			11,320.00
Installation of flashers and bell in lieu of existing protections			
120825—May 17	C. & O.	Hazelton Street, Leamington, mile 37.9 No. 1 Subd	13,952.00
121394—July 18	C. & O.	Division Street, Kingsville, mile 30.26 No. 1 Subd	11,624.00
121743—Aug. 17	T.H. & B.	Papple Road, Township of Brantford, mile 58.03 Waterford Subd	6,202.00
Installation of short arm gates, flashers and bell at unprotected crossings			
119553—Jan. 7	CNR	No. 50 Sideroad in Winona, mile 31.67 Grimsby Subd	19,200.00
120071—Feb. 25	CNR	Halton County Road No. 15, Township of Esquesing, mile 26.63 Halton Subd	21,520.00
121708—Aug. 15	CNR	Cameron Street, Fort William, mile 3.58 Kashabowie Subd	22,800.00
122100—Sept. 22	CNR	County Road No. 8, Township of Williamsburg, mile 89.8 Kingston Subd	19,920.00
122461—Nov. 3	CNR	Suburban Road No. 27, Chatham, mile 63.86 Chatham Subd	17,200.00
122797—Nov. 30	CNR	Hastings County Road No. 10, Township of Tyendinaga, mile 204.27 Kingston Subd	19,200.00
122849—Dec. 2	CPR & CNR	Newberry Street, Belleville, mile 91.61 Belleville Subd	21,530.00
Installation of short arm gates in lieu of, or in addition to existing protections			
119605—Jan. 13	CNR	Church's Lane, Niagara Falls mile 2.63 Grimsby Subd	12,160.00
119614—Jan. 14	NYC	Highway No. 21, Ridgetown, mile 157.68 N.F. Main Line Subd	19,223.00
120048—Feb. 23	NYC	Tillson Avenue, Tillsonburg, mile 90.66 N.F. Main Line Subd	21,167.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1966 (Continued)

Order No.	Date	Rly.	Location	Commitment from the Railway Grade Crossing Fund
				$
			PROVINCE OF ONTARIO (Concluded)	
120221—	Mar. 18	CNR	Lacroix Street, Chatham, mile 61.92 Chatham Subd	18,960.00
120310—	Mar. 24	CPR	West Street, Trenton, mile 102.67 Belleville Subd	10,740.00
120449—	Apr. 7	CNR	Stanley Street, Niagara Falls, mile 2.84 Grimsby Subd	14,080.00
121038—	June 10	CNR	Lincoln County Road No. 26, Beamsville, mile 23.21 Grimsby Subd	16,000.00
121289—	July 11	NYC	Highway No. 59, near Tillsonburg, mile 82.27, N.F. Main Line Subd	13,802.00
121373—	July 15	NYC	Norfolk County Road No. 3, Township of Townsend, mile 66.05 N.F. Main Line Subd	13,084.00
121374—	July 15	NYC	Princess Avenue, St. Thomas, mile 115.41 N.F. Man Line Subd	18,720.00
121685—	Aug. 12	NYC	Malden Road, Township of Sandwich South, mile 214.54 N.F. Main Line Subd	23,150.00
121698—	Aug. 12	CNR	Lancaster Street, Kitchener, mile 62.08 Guelph Subd	12,800.00
122562—	Nov. 10	CPR	Mountain Avenue, Fort William, mile 2.68 Kaministiquia Subd	10,800.00
122668—	Nov. 22	CNR	Hastings County Road No. 7, Shannonville, mile 213.40 Kingston Subd	13,680.00
122882—	Dec. 7	CNR	County Road No. 4, Mallorytown, mile 138.21 Kingston Subd	13,840.00
123002—	Dec. 20	CNR	Cannifton Road, Belleville, mile 220.96 Kingston Subd	13,360.00
123031—	Dec. 23	NYC	Town Line Road, between Townships of Dereham and South Dorchester, mile 98.88 Main Line Subd	15,010.00
Improvements to existing protections				
119550—	Jan. 6	CNR	Township of March, mile 19.50 Beachburg Subd	824.00
119611—	Jan. 14	CNR	Rectory Street, London, mile 76.84 Dundas Subd	14,320.00
119679—	Jan. 20	CNR	Bloor and Lansdowne Streets, Sudbury, mile 5.77 Sudbury Terminal Subd	2,405.00
119679—	Jan. 20	CNR	Bloor and Lansdowne Streets, Sudbury, mile 5.77 Sudbury Terminal Subd	6,560.00
119819—	Feb. 4	CNR	Highway No. 7 and Foundry Street, Baden, mile 72.39 Brampton Subd	9,040.00
120249—	Mar. 21	CNR	Queen Street, Chatham, mile 61.54 Chatham Subd	41,120.00
		CNR	William Street, Chatham, mile 61.51 Chatham Subd	
120360—	Mar. 29	CNR	Haldimand County Road, No. 12, Nelles Corners, mile 54.51 Cayuga Subd	7,040.00
120538—	Apr. 20	CNR	Cannon Street, Hamilton, mile 0.53 Hagersville Subd	6,960.00
121214—	June 27	CPR	Richmond Street, London, mile 0.05 Windsor Subd	14,500.00
121696—	Aug. 12	CNR	Strange Street, Kitchener, mile 63.52 Guelph Subd	1,600.00
121706—	Aug. 15	C. & O.	Vidal Street (Highway No. 40), Sarnia, mile 69.1 No. 2 Subd	2,600.00
121798—	Aug. 23	CNR	Egerton Street, London, mile 31.03 Thorndale Subd	10,480.00
		CNR	Ashland Avenue, London, mile 30.54 Thorndale Subd	
122134—	Sept. 27	CPR	Tecumseh Road, Windsor, mile 110.77 Windsor Subd	7,500.00

122135—Sept. 27	ETR	Tecumseh Boulevard West, Windsor, mile 3.60 Main Line Subd	
122743—Nov. 28	CNR	Highway No. 805, Township of Dana, mile 109.69 Alderdale Subd	6,760.00
	CNR	Highway No. 805, Township of Dana, mile 108.10 Alderdale Subd	4,160.00
		Adjustments made to cover increased grants for projects approved prior to 1966	48,106.54
		Total	$1,533,617.54

Installation of flashers and bell at unprotected crossings

PROVINCE OF QUEBEC

119539—Jan. 6	CPR	Blue Sea Road, Messines, mile 70.63 Maniwaki Subd	10,000.00
119557—Jan. 7	CNR	D'Amours Road, Notre Dame des Neiges des Trois Pistoles, mile 160.74 Mont Joli Subd	7,360.00
119563—Jan. 7	CNR	Smallman Sideroad, Dundee, mile 26.45 Massena Subd	9,440.00
119566—Jan. 7	CNR	2nd Range Road, Charette, mile 61.32 Joliette Subd	10,720.00
119618—Jan. 14	CPR	Labelle—La Macaza Road, La Mazaca, mile 83.46 Ste. Agathe Subd	8,880.00
119622—Jan. 14	CNR	Martineau Road, Ste-Anne-de-la-Pocatière, mile 39.60 Montmagny Subd	9,360.00
119630—Jan. 17	CPR	Chemin de la Riviere du Nord, Ayersville, mile 45.48 Lachute Subd	12,960.00
119647—Jan. 18	CPR	Wharf Road, Hudson, mile 8.35 M. & O. Subd	13,920.00
119688—Jan. 20	CNR	Clement Pare Access Road, Chateau Richer, mile 18.62 Murray Bay Subd	8,800.00
119707—Jan. 21	CNR	Petit Pre Access Road, Ange Gardien, mile 11.97 Murray Bay Subd	8,800.00
119734—Jan. 21	CNR	Church Street, St-Joachim, mile 25.18 Murray Bay Subd	10,480.00
119755—Jan. 27	CNR	Highway No. 58, Miquelon, mile 91.08 Kiask Falls Subd	12,080.00
119756—Jan. 27	CNR	Omer Plante Road, Chateau Richer, mile 14.00 Murray Bay Subd	8,800.00
119881—Feb. 8	CNR	Highway No. 45, near Belcourt, mile 10.66 Taschereau Subd	8,560.00
119912—Feb. 11	CNR	Ste. Anne Street, St. Felicien, mile 29.17 Roberval Subd	12,480.00
120046—Feb. 23	CNR	Pierre Huot Access Road, Chateau Richer, mile 17.02 Murray Bay Subd	8,480.00
120139—Mar. 9	CPR	Danforth Road, Township of Aylwin, mile 45.37 Maniwaki Subd	10,500.00
120159—Mar. 9	CNR	Notre Dame Street, Montreal, mile 5.50 Montreal Subd	7,760.00
120312—Mar. 24	CNR	Rochefort Road, Ste-Anne-du-Sault, mile 71.24 Drummondville Subd	11,120.00
120348—Mar. 28	CNR	Bosse Street, Chicoutimi, mile 114.20 Jonquiere Subd	9,520.00
120349—Mar. 28	CNR	Villeroy-Deschaillons Highway, Ste-Philomene-de-Fortierville, mile 9.93 Deschaillons Spur	9,660.00
120432—Apr. 6	CNR	Montee Ste. Marie, Parish of St. Polycarpe, mile 4.50 Alexandria Subd	11,280.00
120445—Apr. 7	CNR	Montbrun Street, Boucherville, mile 8.83 Sorel Subd	9,440.00
120450—Apr. 7	CPR	Pruches Road, Notre-Dame de Portneuf, mile 127.14 Quebec Subd	8,800.00
120451—Apr. 7	CNR	Du Pont Road, St. Louis de Gonzague Parish, mile 33.82 Valleyfield Subd	9,520.00
120452—Apr. 7	CNR	Augusta Concesson Road, Parish of Ste. Angele, mile 72.12 Joliette Subd	9,840.00
120453—Apr. 7	CNR	Stanhope Road, St-Mathieu-de-Dixville, mile 16.35 Sherbrooke Subd	8,720.00
120455—Apr. 7	CNR	Fournier Road, Cap St. Ignace, mile 73.53 Montmagny Subd	10,880.00
120506—Apr. 14	CNR	L'Esperance Road, Ste-Apolline-de-Patton, mile 143.79 Monk Subd	10,720.00
120515—Apr. 18	CNR	Chemin Est Riviere des Anglais, Parish of Tres St-Sacrement, mile 25.69 Valleyfield Subd	8,640.00
120520—Apr. 18	CNR	Notre-Dame Street, St. Cesaire, mile 29.88 Granby Subd	9,600.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1966 (Continued)

Order No.	Date	Rly.	Location	Commitment from the Railway Grade Crossing Fund
				$
			PROVINCE OF QUEBEC (Continued)	
120606	Apr. 26	NYC	Notre-Dame Street, Chateauguay, mile 50.64 Adirondack Junction, Malone Subd.	21,518.00
		NYC	Station Street, Chateauguay, mile 50.90 Adirondack Junction, Malone Subd.	
120607	Apr. 26	CNR	Montee Coteau Landing, Coteau Station, mile 46.79 Valleyfield Subd.	8,640.00
120611	Apr. 26	CNR	Highway No. 58, Township of Franquet, mile 8.36 Mattagami Spur	9,360.00
120663	Apr. 29	CPR	4th Range Road East, Parish of St. Andre d'Acton mile 42.83 Drummondville Subd.	7,920.00
120729	May 9	CNR	3rd Range Road, Parish of St. Alexandre, mile 9.05 Montmagny Subd.	9,440.00
120733	May 9	CNR	2nd Range Road, Parish of Ste. Anne du Sault, mile 69.29 Drummondville Subd.	9,760.00
120754	May 10	QCR	10th Street, Beauceville, mile 14.68 Chaudiere Subd.	12,996.00
120756	May 10	CNR	Airport Road, Parish of Senneterre, mile 136.92 Oskelaneo Subd.	9,200.00
120816	May 16	CNR	Highway No. 36, Ste. Martine, mile 0.13 Beauharnois Spur, (H.B. mile 62.32 Massena Subd.)	5,520.00
120916	May 30	CNR	4th Range Road East, St. Andre d'Acton, mile 20.27 St. Hyacinthe Subd.	9,360.00
120919	May 30	CPR	Farm Point Road, Township of Hull, mile 16.08 Maniwaki Subd.	10,000.00
120929	May 30	CNR	Chemin Fourche St. Andre, St. Cuthbert mile 86.92 Joliette Subd.	8,640.00
120983	June 6	CNR	Senneterre-Chibougamau Road, Township of Laas, mile 43.52 Kiask Falls Subd.	8,640.00
120984	June 6	CNR	Chemin Haut de la Riviere Montreal, St-Joseph-de-Chambly, mile 46.23 Granby Subd.	7,840.00
120988	June 6	CNR	De Salaberry Street, Chambly, mile 45.32 Granby Subd.	10,880.00
121037	June 10	CNR	Chemin Cote Sud Ruisseau Vacher, Ste. Marie Salome, mile 108.89 Joliette Subd.	10,880.00
121078	June 14	CNR	Montee St. Polycarpe, St. Polycarpe, mile 6.17 Alexandria Subd.	13,840.00
121138	June 17	CNR	St. Georges Range Road, (Highway No. 32), Parish of St. Liboire, mile 32.95 St. Hyacinthe Subd.	10,800.00
121140	June 17	CPR	Old Highway No. 8, Calumet, mile 60.34 Lachute Subd.	9,760.00
121204	June 22	CNR	Riviere Rouge Range South Road, St-Andre-d'Argenteuil, mile 16.35 Grenville Subd.	9,040.00
121218	June 28	CNR	Gagnon Boulevard, St. Felicien, mile 28.83 Roberval Subd.	12,400.00
121220	June 28	CPR	Station Street, Ste-Anne-de-la-Perade, mile 107.15 Quebec Subd.	12,386.00
121221	June 28	CNR	St. Jacques Road, St. Isidore, mile 205.99 Monk Subd.	10,400.00
121274	July 8	CPR	Adamsville, mile 122.15 Sherbrooke Subd.	11,600.00
121291	July 11	CNR	L'Anse-a-Gilles Road (Giasson Road), mile 68.05 Montmagny Subd., Parish of Notre-Dame de-Bon-Secours	10,720.00
121309	July 12	CNR	University Street and La Route Lane "D" connection, Montreal, mile 0.97 Harbour Spur.	10,400.00
121357	July 14	CPR	Montee Est, La Conception, mile 73.06 Ste. Agathe Subd.	8,960.00
121438	July 20	CPR	Denis Drolet Road, Parish of Ancienne-Lorette, mile 149.09 Quebec Subd.	10,240.00
121543	Aug. 2	CNR	Rocher Blanc Street, Parish of Notre-Dame-du-Sacre-Coeur de Rimouski, mile 127.27 Mont Joli Subd.	8,800.00
121592	Aug. 8	CNR	Highway No. 9-A, Lacolle, mile 1.42 Valleyfield Subd.	11,760.00

121393—Aug. 8	CNR	Joliette Street, Lauzon, mile 113.30 Montmagny Subd.	
121738—Aug. 17	CNR	St. Jean Road, Crabtree, mile 104.59 Joliette Subd.	12,500.00
121742—Aug. 17	CNR	9th Range Road, Notre-Dame-du-Bon-Conseil, mile 88.60 Drummondville Subd.	9,800.00
121787—Aug. 23	CNR	St. Michel Street, La Tuque, mile 122.62 La Tuque Subd.	10,640.00
121788—Aug. 23	CNR	De l'Ormiere Road, Parish of St. Justin, mile 77.56 Joliette Subd.	10,480.00
121789—Aug. 23	CNR	8th Range Road, St-Boniface-de-Shawinigan, mile 58.58 Joliette Subd.	9,760.00
121790—Aug. 23	CNR	Pierre Boucher Street, Boucherville, mile 8.50 Sorel Subd.	9,280.00
121804—Aug. 23	CNR	Cicot Street, Boucherville, mile 7.37 Sorel Subd.	11,520.00
121813—Aug. 24	CNR	Wharf Road, Notre-Dame-du-Lac, mile 50.33 Temiscouata Subd.	9,360.00
121825—Aug. 25	CNR	St. Joseph Street, La Tuque, mile 122.28 La Tuque Subd.	7,440.00
121828—Aug. 25	CNR	St. Zephirin Street, La Tuque, mile 121.60 La Tuque Subd.	13,120.00
121889—Sept. 1	CNR	Jeffrey Road, Parish of Ste. Anne de la Pocatiere mile 44.42 Montmagny Dubd.	18,000.00
121974—Sept. 9	CNR	Leonidas Avenue, Rimouski, mile 0.56 Rimouski Wharf Spur.	11,120.00
122007—Sept. 13	CNR	Louis Joliette Range Road West, Louis Joliette, mile 198.04 Monk Subd.	8,720.00
122092—Sept. 22	CNR	3rd Range Road, Parish of Ste. Clothilde, mile 16.16 Valleyfield Subd.	10,480.00
122097—Sept. 22	CNR	Fournel Road, Ange Gardien, mile 10.46 Murray Bay Subd.	9,520.00
122098—Sept. 22	CNR	Casgrain Access Road, Ange Gardien, mile 9.53 Murray Bay Subd.	8,980.00
122257—Oct. 7	CNR	Sixth Avenue, Senneterre, mile 137.52 Oskelaneo Subd.	10,420.00
122259—Oct. 7	CNR	Etchemin River Road, Louis Joliette, mile 199.07 Monk Subd.	10,080.00
122317—Oct. 13	QCR	Cameron Road, (Vaillancourt Road), Parish of Ste. Marie, mile 108.89 Quebec Subd.	10,480.00
122367—Oct. 21	CNR	3rd Concession Road West, Parish of St. Michel, mile 97.23 Montmagny Subd.	8,560.00
122411—Oct. 26	CPR	East Angus Road, Township of Bury, mile 41.63 Megantic Subd.	9,040.00
122419—Oct. 27	CNR	Whitton Road, Township of Hope, mile 5.23 Chandler Subd.	8,320.00
122488—Nov. 7	CPR	Chemin Grande Ligne, Grantham Ouest, mile 56.27 Drummondville Subd.	9,760.00
122558—Nov. 10	CNR	Chemin de Front Trait Carre des 28, Grande Riviere Ouest, mile 52.81 Chandler Subd.	8,480.00
122678—Nov. 23	CPR	5th Range Road, St. Nicephore, mile 55.70 Drummondville Subd.	10,560.00
122680—Nov. 23	QCR	Front de la Grillade Road, Riviere Boyer, mile 16.09 Levis Subd.	8,640.00
122714—Nov. 25	CPR	Chemin Cote Sud de la Riviere, Township of Sutton, mile 35.96 Newport Subd.	7,470.00
122720—Nov. 25	CNR	Petit Buckland Road, Parish of St. Lazare, mile 182.40 Monk Subd.	10,920.00
122756—Nov. 29	CNR	Price Range Road, Parish of St. Prosper, mile 50.33 La Tuque Subd.	10,000.00
122924—Dec. 14	CNR	Ste. Anne's Front Range Road, St-Cajetan d'Armagh, mile 164.72 Monk Subd.	10,160.00
122963—Dec. 16	CPR	Gauthier Street, Joliette, mile 6.62 St. Gabriel Subd.	11,120.00
122969—Dec. 16	CNR	St-Pie Range Road, Parish of St-Adelphe, mile 63.94 La Tuque Subd.	14,330.00
122987—Dec. 20	CPR	Belle Riviere Sud Road, Ste-Scholastique, mile 32.48 Lachute Subd.	9,520.00
123001—Dec. 20	CNR	Route de la Traverse, Parish of St-Remi, mile 24.04 Linton Subd.	12,000.00
123003—Dec. 20	CNR	De Varennes Street, Boucherville, mile 9.18 Sorel Subd.	10,480.00
123011—Dec. 21	CNR	Taschereau-Laferte Road, Taschereau, mile 4.80 Rouyn Subd.	9,760.00
123032—Dec. 23	CPR	Pine Street, Calumet, mile 59.68 Lachute Subd.	10,480.00
123042—Dec. 28	CNR	Montee Guenette, Parish of St. Antoine-des-Laurentides, mile 27.74 Montfort Subd.	17,520.00
			12,160.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1966 (Continued)

Order No.	Date	Rly.	Location	Commitment from the Railway Grade Crossing Fund
				$
			PROVINCE OF QUEBEC (Concluded)	
Installation of flashers and bell in lieu of existing protections				
121797	Aug. 23	CNR	Ste. Caroline Road, Louis Joliette, mile 196.27 Monk Subd.	7,680.00
122319	Oct. 13	CPR	Highway No. 28, Cookshire, mile 47.42 Megantic Subd. and mile 0.18 Sawyerville Subd.	17,410.00
Installation of short arm gates, flashers and bell at unprotected crossings				
119910	Feb. 11	CPR	St. Patrice Road, Parish of St. Telesphore, mile 40.17 Winchester Subd.	26,300.00
120050	Feb. 23	CNR	St. Emmanuel Road, St-Ignace-du-Coteau-du Lac, mile 33.19 Cornwall Subd.	18,240.00
120592	Apr. 26	CPR	St. Dominique Road North, Parish of St-Joseph-de-Soulanges, mile 26.33 Winchester Subd.	26,400.00
120637	Apr. 26	CPR	Cite des Jeunes Boulevard, St. Clet Village, mile 30.02 Winchester Subd.	26,800.00
120800	May 13	CNR	St. Thomas Road, St. Zotique, mile 41.59 Cornwall Subd.	17,360.00
120995	June 6	CNR	Chemin des Vingt, St-Bruno-de-Montarville, mile 60.56 St. Hyacinthe Subd.	20,080.00
121222	June 28	CNR	St. Dominique Road, Parish of St-Joseph-de-Soulanges, mile 31.33 Kingston Subd.	18,240.00
121409	July 18	CNR	Benoit Road, Mont St. Hilaire, mile 50.84 St. Hyacinthe Subd.	19,520.00
121659	Aug. 11	CNR	Riviere Delisle North Road, St-Ignace-de-Coteau-du-Lac, mile 35.74 Kingston Subd.	19,200.00
121985	Sept. 9	CNR	Perrot Boulevard, Ile Perrot, mile 22.07 Kingston Subd.	25,700.00
121985	Sept. 9	CPR	Perrot Boulevard, Ile Perrot, mile 16.62 Winchester Subd.	18,100.00
121991	Sept. 9	CPR	St. Georges Road West, Parish of St. Telesphore, mile 38.95 Winchester Subbd.	26,400.00
122201	Oct. 5	CPR	Ste. Marie Road, St. Polycarpe Parish, mile 34.65 Winchester Subd.	25,200.00
Installation of short arm gates in lieu of, or in addition to existing protections				
121312	July 12	CNR	East Road, Riviere Beaudette, mile 43.48 Kingston Subd.	5,600.00
121823	Aug. 24	CNR	22nd Street, Quebec, mile 1.63 St. Raymond Subd. and mile 0.47 Lairet Subd.	6,960.00
121986	Sept. 9	CNR & CPR	St. Sacrement Boulevard, Quebec, mile 156.92 Quebec Subd.—CP and mile 11.70 Bridge Subd.—CN.	15,360.00
Improvements to existing protections				
120320	Mar. 24	NYC	Highway No. 3, near Caughnawaga, mile 53.7 Adirondack Junction and Malone Subd.	7,172.00
121882	Aug. 31	CNR	Chemin de la Riviere du Sud, Montmagny, mile 77.8 Montmagny Subd.	240.00
122110	Sept. 22	CNR	Highway No. 38, Laval sur le Lac, mile 9.28 Montfort Subd.	5,600.00
122231	Oct. 6	CPR	Montcalm Street, Hull, mile 89.87 M. & O. Subd.	11,600.00
			Adjustments made to cover increased grants for projects approved prior to 1966	15,800.22
			Total	$1,410,762.22

Province of New Brunswick

Installation of flashers and bell at unprotected crossings			
119685—Jan. 20	CNR	Nadeau Road, near Mackenzie, mile 18.68 Monk Subd	10,400.00
119856—Feb. 8	CNR	Wilsey Road, Fredericton, mile 67.41 Centreville Subd	7,440.00
120122—Mar. 16	CNR	St. Pauls Road, Rogersville, mile 44.27 Newcastle Subd	13,600.00
120145—Mar. 9	CPR	Moores Mills, mile 25.24 St. Stephen Subd	11,840.00
122322—Oct. 13	CPR	Tobique Road, Perth Junction, mile 0.34 Tobique Subd	10,720.00
122487—Nov. 7	CPR	Road No. 109, Reid's Crossing, mile 21.90 Tobique Subd	8,780.00
122489—Nov. 7	CPR	Fulton Avenue, Nashwaaksis, mile 56.78 Gibson Subd	9,600.00
122498—Nov. 7	CPR	Royal Road, Nashwaaksis, mile 56.06 Gibson Subd	9,240.00
122555—Nov. 10	CNR	Craig Road, Upper Charlo, mile 156.38 Newcastle Subd	8,160.00
122661—Nov. 22	CNR	St. James Street, Sackville, mile 0.27 Tormentine Subd	9,600.00
122682—Nov. 23	CNR	Black Point Road, Charlo, mile 144.24 Newcastle Subd	8,240.00
122688—Nov. 23	CNR	Brown Road, Chatham Head, mile 4.20 Loggieville Subd	8,160.00
122692—Nov. 23	CNR	Station Road, Plumweseep, mile 40.08 Sussex Subd	8,160.00
122705—Nov. 24	CNR	Provincial Road No. 112, Salisbury, mile 1.89 Albert Subd	8,160.00
122723—Nov. 25	CNR	Durham Road, Durham Station, mile 95.24 Nashwask Subd	9,200.00
122922—Dec. 14	CNR	Cove Road, Eel River Cove, mile 157.97 Newcastle Subd	8,160.00
122925—Dec. 14	CNR	Highway No. 17, Tidehead, mile 0.33 St. Quentin Subd	8,160.00
122935—Dec. 15	CNR	Arterial Road No. 11, Tidehead, mile 0.09 St. Quentin Subd	10,160.00
Installation of flashers and bell in lieu of existing protection			
119537—Jan. 6	CNR	Darling Island Highway, mile 70.25 Sussex Subd	9,360.00
Improvements to existing protection			
119686—Jan. 20	CPR	Main Street, Lancaster, mile 0.26 West St. John Subd	2,760.00
		Adjustments made to cover increased grants for projects approved prior to 1966	1,647.53
		Total	$181,547.53

Province of Nova Scotia

Installation of flashers and bell at unprotected crossings			
119663—Jan. 19	CNR	Argyle Head Road, Argyle, mile 117.96 Yarmouth Subd	7,760.00
119728—Jan. 21	DAR	Upper Cross Road near Acaciaville, mile 22.5 Yarmouth Subd	8,640.00
120552—Apr. 21	CNR	Westhavers Elbow Road, Lunenburg County, mile 71.22 Chester Subd	7,520.00
120783—May 12	DAR	Hogan Road, Weymouth, mile 40.62 Yarmouth Subd	7,577.00
120923—May 30	CNR	Maccan, mile 68.65 Springhill Subd	10,800.00
121033—June 10	CNR	Near MacKinnon Harbour, mile 52.08 Sydney Subd	10,000.00
121210—June 24	DAR	Tannery Road, near Hantsport, mile 38.84 Halifax Subd	16,600.00
121230—June 29	CNR	Highway No. 5, North Sydney, mile 98.08 Sydney Subd	9,680.00
121516—July 29	Cumberland Rly	Connaught Avenue, Glace Bay, mile 0.25 No. 26 Colliery Spur, off mile 12.15 Main Line Subd	7,875.00

TABLE 5—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1966 (Concluded)

Order No.	Date	Rly.	Location	Commitment from the Railway Grade Crossing Fund
				$
			PROVIVCE OF NOVA SCOTIA (Concluded)	
121674	Aug. 11	DAR	Elm Street, Yarmouth, mile 85.62 Yarmouth Subd.	16,320.00
		DAR	Chestnut Street, Yarmouth, mile 85.55 Yarmouth Subd.	
122267	Oct. 7	CNR	Naugler Road, Lunenburg County, mile 74.20 Chester Subd.	8,240.00
122316	Oct. 13	CNR	Back Road, Halifax County, mile 12.07 Chester Subd.	8,400.00
122318	Oct. 13	CNR	Hunt's Point Road, Queen's County, mile 8.41 Yarmouth Subd.	8,400.00
122382	Oct. 24	CNR	Pond Street, Sydney Mines, mile 96.08 Sydney Subd.	12,800.00
122484	Nov. 7	CNR	William Wile Road, Lunenburg County, mile 81.50 Chester Subd.	9,840.00
122486	Nov. 7	CNR	Llewellyn Road, Lunenburg County, mile 93.32 Chester Subd.	8,240.00
122543	Nov. 8	CNR	Reynardton Road, Yarmouth County, mile 126.84 Yarmouth Subd.	8,240.00
122561	Nov. 10	DAR	New Road, Kings County, mile 18.23 Kentville Subd.	8,680.00
122591	Nov. 16	CNR	Blandford Road, Lunenburg County, mile 40.0 Chester Subd.	10,160.00
122593	Nov. 16	DAR	Brooklyn Street, Middleton, mile 31.54 Kentville Subd.	14,520.00
122967	Dec. 16	DAR	Old Post Road, Digby County, mile 14.92 Yarmouth Subd.	10,240.00
Installation of flashers and bell in lieu of existing protections				
121693	Aug. 12	DAR	Main Street, Yarmouth, mile 85.67 Yarmouth Subd.	10,320.00
121705	Aug. 15	CNR	Milford Station, mile 38.48 Bedford Subd.	7,760.00
122962	Dec. 16	CNR	River Philip Road, Cumberland County, mile 50.28 Springhill Subd.	7,680.00
Installation of short arm gates in lieu of, or in addition to existing protections				
120941	May 31	CNR	Belmont, mile 7.50 Springhill Subd.	20,000.00
Improvements to existing protections				
121319	July 12	CNR	Highway No. 3, Marriott's Cove, mile 50.35 Chester Subd.	4,400.00
121784	Aug. 23	CNR	George Street, New Glasgow, mile 43.10 Hopewell Subd.	21,600.00
			Total	$282,292.00
			PROVINCE OF PRINCE EDWARD ISLAND	
Installation of flashers and bell at unprotected crossings				
119889	Feb. 9	CNR	Highway No. 3, mile 1.10 Montague Subd.	7,440.00
120363	Mar. 29	CNR	Ellerslie Road, Ellerslie, mile 23.42 Tignish Subd.	8,800.00
122263	Oct. 7	CNR	Highway No. 3, Georgetown, mile 22.16 Georgetown Subd.	7,440.00

122552—Nov. 10	CNR	Road No. 11, Newton, mile 2.30 Borden Subd.	8,560.00
122923—Dec. 14	CNR	Union Road, Union Station, mile 2.18 Souris Subd.	8,320.00
122968—Dec. 16	CNR	St. Peters Road, Tracadie, mile 11.59 Souris Subd.	8,320.00
Installation of flashers and bell in lieu of existing protection			
122551—Nov. 10	CNR	Highway No. 25, Little York, mile 3.90 Souris Subd.	11,200.00
		Total	$60,080.00
		PROVINCE OF NEWFOUNDLAND	
Installation of flashers and bell at unprotected crossings			
120925—May 30	CNR	St. George's—Stephenville Road, mile 456.58 Port aux Basques Subd.	8,560.00
120945—May 31	CNR	Memorial Drive, Gander, mile 215.24 Clarenville Subd.	8,560.00
Improvements to existing protection			
119551—Jan. 6	CNR	Brookfield Road, Mount Pearl, mile 3.37 St. John's Subd.	3,840.00
		Total	$20,960.00
		YUKON TERRITORY	
123005—Dec. 20	BYR	2nd Avenue, Whitehorse, mile 110.0 White Pass and Yukon Route	9,100.00
		Total	9,100.00
		GRAND TOTAL	$4,355,447.21

TABLE 6—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION WHICH DID NOT QUALIFY FOR A GRANT FROM THE RAILWAY GRADE CROSSING FUND—1966

Order No.	Date	Type of Protection	Rly.	Location
		PROVINCE OF BRITISH COLUMBIA		
120762	May 11	Flasher	CPR	Township of Richmond, mileage 1.19 Vancouver & Lulu Island Subdivision.
120922	May 30	Flashers and Bell	CPR	Government Street, Penticton, mileage 132.62 Carmi Subdivision.
121343	July 14	Short Arm Gates and a 3 Unit Traffic Light Signal.	CNR	On approaches to highway-railway bridge near Hansard, mileage 99.1 Fraser Subdivision.
		PROVINCE OF ALBERTA		
121662	Aug. 11	Improvements to existing protection	CPR	42nd Avenue S.E., Calgary, mileage 2.01 MacLeod Subdivision.

TABLE 6—INSTALLATION OR IMPROVEMENTS OF AUTOMATIC PROTECTION WHICH DID NOT QUALIFY FOR A GRANT FROM THE RAILWAY GRADE CROSSING FUND—1966 (Concluded)

Order No.	Date	Type of Protection	Rly.	Location
		Province of Saskatchewan		
120772	May 12	Flashers and Bell	CNR	Highway No. 301, in S.E. ¼ of Sec. 5, Twp. 17, Rge. 25, W2M, mileage 34.20 Central Butte Subdivision.
121123	June 17	Flashers and Bell	CNR	Highway No. 5, North Battleford, mileage 81.05 Langham Subdivision.
121139	June 17	Flashers and Bell	CNR	Highway No. 80, near Yarbo, mileage 239.99 Rivers Subdivision.
122053	Sept. 19	Flashers and Bell	CNR	Highway No. 1, Regina, mileage 111.65 Lewvan Subdivision.
122616	Nov. 18	Flashers and Bell	CPR	Highway No. 1, west of Moose Jaw, mileage 4.74 Outlook Subdivision.
122709	Nov. 24	Flashers and Bell	CNR	Highway No. 1, west of Moose Jaw, mileage 47.45 Central Butte Subdivision.
		Province of Manitoba		
120430	Apr. 6	Flashers and Bell	CNR	Provincial Trunk Highway No. 1, West Portage By-Pass, Rural Municipality of Portage la Prairie, mileage 2.20 Pleasant Point Subdivision.
121464	July 21	Short Arm Gates, Flashers and Bell	CPR CNR	Tuxedo, mileage 6.8 La Riviere Subdivision (CPR) and mileage 1.58 Canada Cement Lead (CNR).
		Province of Ontario		
119874	Feb. 8	Flashers and Bell	CNR	Huron Road, Goderich, mileage 44.96 Goderich Subdivision.
121605	Aug. 8	Flashers and Bell	C&O	St. Clair Boulevard, Township of Moore, County of Lambton, mileage 65.2 No. 2 Subdivision.
122607	Nov. 17	Improvements to existing protection	CPR	Walker and Grand Marais Roads, Windsor, mileage 108.33 Windsor Subdivision.
122613	Nov. 17	Improvements to existing protection	CPR	Howard Avenue and Memorial Drive, Windsor, mileage 109.7 Windsor Subdivision.
		Province of Quebec		
119638	Jan. 18	Flashers and Bell	CPR	Firestone Boulevard, Joliette, mileage 6.95 St. Gabriel Subdivision.
119771	Feb. 1	Flashers and Bell	QCR	St-Pierre-de-la-Famine Road, Parish of St. George East, mileage 22.60 Chaudiere Subdivision.
119891	Feb. 9	Improvements to existing protection	CPR	Highway No. 11 (Paquette Boulevard) Mont-Laurier, mileage 137.70 Ste. Agathe Subdivision.
120149	Mar. 9	Flashers and Bell	CNR	Industrial Boulevard, St. Jean, mileage 23.99 Rouses Point Subdivision.
120275	Mar. 22	Flashers and Bell	CPR	Industrial Boulevard, St. Jean, mileage 21.59 Adirondack Subdivision.

120447—Apr. 7	Improvements to existing protection....	CNR	Ste. Helene Street and Desaulniers Boulevard, Longueuil, mileage 1.65 Sorel Subdivision.
121134—June 17	Flashers and Bell.....	CPR	Dollard Street, Farnham, mileage 0.41 Stanbridge Subdivision.
121158—June 20	Improvements to existing protection....	CNR	St. Dominique Street, Jonquiere, mileage 105.36 Jonquiere Subdivision.
121159—June 20	Improvements to existing protection....	CNR	Boulevard des Chutes, Beauport, mileage 3.00 Murray Bay Subdivision.
121437—July 20	Flashers and Bell.....	CPR	Farnham East, mileage 4.29 Newport Subdivision.
121588—Aug. 8	Flashers and Bell.....	CNR	Highway No. 21, Richelieu, mileage 42.81 Granby Subdivision.
121658—Aug. 11	Improvements to existing protection....	CNR	St. Joseph Street, Lachine, mileage 1.29 Lachine Spur.
121764—Aug. 19	Improvements to existing protection....	CNR	St. François Street, La Tuque, mileage 122.07 La Tuque Subdivision.
121929—Sept. 7	Flashers and Bell.....	CNR	Castonguay Avenue, St. Jerome, mileage 30.95 Montfort Subdivision.
122158—Sept. 30	Flashers and Bell.....	CNR	Montee St. Isidore, Parish of St. Isidore, mileage 72.25 Massena Subdivision.
122159—Sept. 30	Flashers and Bell.....	CNR	Montee St. Isidore, Parish of St. Isidore, mileage 0.25 Hemmingford Subdivision.
122274—Oct. 11	Improvements to existing protection....	CNR	10th Avenue, Senneterre, mileage 137.90 Oskelaneo Subdivision.
122402—Oct. 26	Flashers and Bell.....	CNR	Andre Avenue, Dorval, mileage 2.69 Doney Spur.
122596—Nov. 16	Flashers and Bell.....	CNR	de Mezy Street, Boucherville, mileage 9.91 Sorel Subdivision.
122732—Nov. 28	Flashers and Bell.....	CNR	Highway No. 3, Parish of Ste-Anne-de-Varennes, mileage 12.84 Sorel Subdivision.
		PROVINCE OF NEWFOUNDLAND	
122704—Nov. 24	Flashers and Bell.....	CNR	Access road to Provincial Park, near Rushy Pond, mileage 278.11 Bishop's Falls Subdivision.
		YUKON TERRITORY	
121940—Sept. 7	Improvements to existing protection....	W.P. & Y.R.	Highway-railway bridge at Carcross.
		NORTHWEST TERRITORIES	
119651—Jan. 18	Flashers and Bell.....	G.S. L.R.	Highway No. 1, Enterprise, mileage 350.24.
119657—Jan. 18	Flashers and Bell.....	G.S. L.R.	Highway No. 2, mileage 0.54 Pine Point Branch.
120053—Feb. 24	Flashers and Bell.....	G.S. L.R.	Highway No. 5, mileage 9.7 Pine Point Branch.

TABLE 7—IMPROVEMENTS TO VISION AND/OR APPROACH GRADES FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1966

Order No.	Date	Type of Improvement	Rly.	Location	Commitment from the Railway Grade Crossing Fund
					$
				PROVINCE OF BRITISH COLUMBIA	
120140	Mar. 9	Vision	CPR	Henry Road, near Chemainus, mile 50.6 Victoria Subd.	400.00
121318	July 12	Vision	CNR	Kathlyn Road, near Smithers, mile 3.29 Bulkley Subd.	280.00
122000	Sept. 13	Approaches	CPR	17th Avenue, Albion, mile 99.7 Cascade Subd.	8,900.00
				Total	$9,580.00
				PROVINCE OF ALBERTA	
119606	Jan. 13	Vision	CNR	County of Strathcona No. 20, mile 245.65 Wainwright Subd.	550.00
119837	Feb. 7	Vision	CNR	Between Sec. 35 and Sec. 36, Twp. 59, Rge. 16, W4M, County of Smoky Lake No. 13, mile 74.60 Coronado Subd.	343.84
121975	Sept. 9				
119888	Feb. 9	Vision	CNR	Between Secs. 1 and 2, Twp. 62, Rge. 4, W4M, Ardmore, mile 48.16 Bonnyville Subd.	151.57
120671	Apr. 29	Approaches	CPR	Between Secs. 20 and 21, Twp. 22, Rge. 25, W4M, near Strangmuir, mile 141.2 Brooks Subd.	1,500.00
120842	May 19	Vision	CPR	Argyle Street, Provost, mile 76.03 Hardisty Subd.	1,200.00
122045	Sept. 16	Vision and Approaches	CNR	Between SE¼, Sec. 35, and SW¼, Sec. 36, Twp. 50, Rge. 6, W4M, County of Vermilion River No. 24, mile 120.18 Blackfoot Subd.	2,400.00
122380	Oct. 24	Vision	CNR	Municipal District of Bonnyville No. 87, mile 36.01 Bonnyville Subd.	60.00
122716	Nov. 25	Vision and Approaches	CPR	NW¼, Sec. 19, Twp. 5, Rge. 28, W4M, Rural Municipality of Pincher Creek, mile 12.25 Brocket Southerly Branch Line.	2,780.00
				Adjustments made to cover increased grants for projects approved prior to 1966.	2,311.21
				Total	$11,296.62
				PROVINCE OF SASKATCHEWAN	
119665	Jan. 19	Vision	CNR	Sec. 13, Twp. 45, Rge. 12, W2M, Rural Municipality of Bjorkdale No. 426, mile 51.84 Tisdale Subd.	495.00
121601	Aug. 8	Vision	CPR	Highway No. 5, mile 33.70 Tisdale Subd.	160.00
				Total	$655.00

		PROVINCE OF MANITOBA		
121636—Aug. 10	Vision	CNR	near St. Lazare, mile 205.27 Rivers Subd.	320.00
			Total	$320.00
		PROVINCE OF ONTARIO		
119561—Jan. 7	Vision and Approaches	CNR	Lot 19, Concession 5, Township of Cambridge, mile 51.57 Alexandria Subd.	2,320.00
119562—Jan. 7	Vision	CNR	County Road No. 7, County of Peel, mile 42.66 Beeton Subd.	80.00
119765—Jan. 28	Approaches	T.H. & B.	Power Line Road, Township of Gainsborough, mile 2.07 Dunnville Subd.	2,330.00
119846—Feb. 7	Approaches	CNR	Town Line Road, between Townships of Brock and Thorah, mile 58.52 Bala Subd.	1,600.00
119958—Feb. 16	Vision and Approaches	CPR	Lot 26, Concession A, Township of Head, mile 27.56 North Bay Subd.	3,600.00
120032—Feb. 23	Vision and Approaches	CNR	Concession Road No. 3, Township of Orillia, mile 83.42 Newmarket Subd.	1,900.00
120074—Feb. 25	Approaches	CPR	Between Lots 54 and 55 Concession B, Township of Maria, mile 37.6 North Bay Subd.	2,270.00
120129—Mar. 9	Approaches	CPR	Between Lots 4 and 5, Township of Johnson, mile 99.71 Thessalon Subd.	2,980.00
120135—Mar. 9	Vision and Approaches	CPR	Lot 12, Concession 3, Township of Cleland, mile 113.85 Parry Sound Subd.	1,840.00
120156—Mar. 9	Approaches	NYC	Between Lots 3 and 10, Concession 8, Township of Howard, mile 161.39 Main Line Subd.	6,670.00
120342—Mar. 25	Vision	CPR	Between Concessions 7 and 8, Township of West Zorra, mile 91.34 Galt Subd.	3,700.00
120517—Apr. 18	Approaches	C. & O.	Queen Street, Kingsville, mile 30.10 No. 1 Subd.	7,900.00
120703—May 5	Vision	CNR	Between Concessions 5 and 6, Township of Oro, mile 72.36 Newmarket Subd.	800.00
120736—May 9	Vision	CNR	Line 9 Road, Township of Oro, mile 76.05 Newmarket Subd.	400.00
120774—May 12	Approaches	C. & O.	Elliott Street, Leamington, mile 37.7 No. 1 Subd.	5,100.00
120915—May 30	Approaches	CNR	Between Concessions 2 and 3, Township of Armour, mile 166.97 Newmarket Subd.	4,700.00
120918—May 30	South Approach	CPR	S.E. ¼, Section 25, Township of Victoria, mile 15.97 Thessalon Subd.	960.00
121009—June 9	North Approach	NYC	Clifton Hill Avenue, Niagara Falls, mile 1.67 Main Line Subd.	1,056.00
121043—June 10	Vision and North Approach	CNR	Lot 16, between Concessions 1 and 2, Township of South Orillia, mile 8213. Newmarket Subd.	1,600.00
121050—June 10	Vision	CNR	Colborne Street, Township of Oro, mile 66.20 Newmarket Subd.	120.00
121067—June 13	Approaches	CNR	Chippawa Road, Township of Humberstone, mile 15.18 Cayuga Subd.	3,960.00
121212—June 24	Approaches	T.H. & B.	Gilkinson Street, Brantford, mile 62.93 Waterford Subd.	2,700.00
121290—July 11	Vision and Approaches	CPR	McGillivray Sideroad, between Lots 20 and 21, Concession 9, Township of Vaughan, mile 15.47 MacTier Subd.	6,900.00

TABLE 7—IMPROVEMENTS TO VISION AND/OR APPROACH GRADES FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1966 (Continued)

Order No.	Date	Type of Improvement	Rly.	Location	Commitment from the Railway Grade Crossing Fund
					$
				PROVINCE OF ONTARIO (Concluded)	
121341	July 14	Approaches	CNR	Concession Street, Galt, mile 14.92 Fergus Subd.	5,600.00
121341	July 14	West Approach	L.E. & N.	Concession Street, Galt, mile 0.38 Main Line Subd.	1,700.00
121639	Aug. 10	Vision	CPR	Avonlough Road, Township of Sidney, mile 94.46 Belleville Subd.	1,130.00
121711	Aug. 15	Approaches	CNR	Between Concesssions 1 and 2, Township of South Dumfries, mile 3.33 Fergus Subd.	2,810.00
121743	Aug. 17	Approaches	T.H. & B.	Papple Road, Township of Brantford, mile 58.03 Waterford Subd.	6,100.00
121792	Aug. 23	Approaches	C. & O.	Lambton County Road No. 2, Township of Sombra, mile 53.7 No. 2 Subd.	4,360.00
121871	Aug. 31	Approaches	CNR	County Road No. 21, Township of Kenyan, mile 29.53 Alexandria Subd.	3,100.00
121893	Sept. 1	Approaches	CNR	Winger Road, Township of Bertie, mile 7.40 Cayuga Subd.	6,200.00
121971	Sept. 9	Approaches	CNR	Northfield Drive, Waterloo, mile 4.73 Waterloo Subd. (Elmira Branch)	800.00
121996	Sept. 13	Approach	ACR	Peoples Road, Sault Ste. Marie, mile 6.0 Soo Subd.	1,178.00
122107	Sept. 22	Vision	CNR	Simcoe County Road No. 9, Township of Sunnidale, mile 15.60 Meaford Subd.	1,120.00
122120	Sept. 26	Vision and West Approach	CPR	Lot 6, between Concessions 6 and 7, Township of East Flamborough, mile 8.71 Goderich Subd.	7,450.00
122127	Sept. 26	Approaches	CPR	Lot 7, Concession 13, Township of East Flamborough, mile 42.57 Galt Subd.	6,280.00
122265	Oct. 7	Vision	CNR	Lot 23, between Concessions 8 and 9, Township of Marlborough, mile 20.70 Smiths Falls Subd.	260.00
122266	Oct. 7	Vision and Approaches	CPR	Base Line Road, between Townships of Caledon and Chinguacousy, mile 19.3 Orangeville Subd.	4,000.00
122353	Oct. 19	Approaches	CNR	Shisler Road, Township of Bertie, mile 6.23 Cayuga Subd.	4,700.00
122357	Oct. 20	Approaches	CPR	Between Concessions 6 and 7, Township of West Zorra, mile 92.22 Galt Subd.	7,100.00
122624	Nov. 21	Approaches	CNR	Between Concessions 5 and 6, Township of Blenheim, mile 6.58 Drumbo Subd.	9,650.00
122684	Nov. 23	Approaches	CNR	Between Lots 24 and 25, Concession 8, Township of Marlborough, mile 21.24 Smiths Falls Subd.	1,100.00
122797	Nov. 30	Approaches	CNR	Hastings County Road No. 10, Township of Tyendinaga, mile 204.27 Kingston Subd.	1,400.00
122887	Dec. 8	Vision	CPR	Between Concessions 3 and 4, Township of Medonte, mile 77.30 MacTier Subd.	2,570.00

122917—Dec. 14	Vision	CNR	Bearinger Road, Waterloo, mile 3.90 Waterloo Subd. (Elmira Branch)	800.00
122976—Dec. 19	Vision	CNR	Township of Pittsburgh, mile 168.96 Kingston Subd.	400.00
123026—Dec. 22	Approaches	CPR	No. 32 Sideroad, Township of Chinguacousy, mile 18.40 Orangeville Subd.	9,300.00
123028—Dec. 23	Vision	CPR	Between lots 30 and 31, Concession 1 N.D.R. Township of Artemesia, mile 1.91 Walkerton Subd.	1,094.24
			Adjustments made to cover increased grants for projects approved prior to 1966	8,664.67
			Total	$164,352.91

PROVINCE OF QUEBEC

119860—Feb. 8	Approach (north)	CPR	Pruches Road, Municipality of Notre-Dame de Portneuf, mile 127.14 Quebec Subd.	8,250.00
120075—Feb. 25	Approach	CNR	Highway No. 6, Township of Douglas, mile 91.18 Chandler Subd.	6,320.00
120288—Mar. 23	Approach (south)	CNR	Vingt Road, St-Bruno de Montarville, mile 60.56 St. Hyacinthe Subd.	7,440.00
120348—Mar. 28	Approach (east)	CNR	Bosse Street, Chicoutimi, mile 114.20 Jonquiere Subd.	12,104.00
120485—Apr. 13	Approaches	CNR	6th Range Road, Perce, mile 71.56 Chandler Subd.	3,920.00
120518—Apr. 18	Approaches	CPR	Ligne Ste-Therese Road, Parish of St-Viateur, mile 49.52 Trois Rivieres Subd.	7,200.00
120734—May 9	Approach (east)	CNR	Janin Road, St-Pierre-de-la-Malbaie, mile 86.8 Chandler Subd.	640.00
121543—Aug. 2	Approach	CNR	Rocher Blanc Street, Parish of Notre-Dame-du-Sacre-Coeur-de-Rimouski, mile 127.27 Mont Joli Subd.	4,425.00
121593—Aug. 8	Approaches	CNR	Joliette Street, Lauzon, mile 113.30 Montmagny Subd.	2,760.00
121774—Aug. 22	Approaches	CNR	Howard and Smith Road, Haldimand, mile 101.08 Chandler Subd.	2,304.00
121985—Sept. 9	Approach	CNR	Perrot Boulevard, Ile Perrot, mile 22.07 Kingston Subd.	26,500.00
121985—Sept. 9	Approach	CPR	Perrot Boulevard, Ile Perrot, mile 16.62 Winchester Subd.	11,500.00
122503—Nov. 7	Vision and Approaches	CPR	Near Wyman, mile 36.10 Waltham Subd.	2,200.00
122720—Nov. 25	Approaches	CNR	Petit Buckland Road, Parish of St-Lazare, mile 182.4 Monk Subd.	7,120.00
122924—Dec. 14	Approaches	CNR	Ste. Anne's Front Range Road, St-Cajetan d'Armagh, mile 164.72 Monk Subd.	3,440.00
			Adjustments made to cover increased grants for projects approved prior to 1966.	892.44
			Total	$107,015.44

PROVINCE OF NEW BRUNSWICK

120459—Apr. 7	Vision	CNR	Near Catamount, mile 13.21 Gort Subd.	800.00
121512—July 29	Vision	CNR	Highway No. 340, Janeville, mile 15.12 Caraquet Subd.	760.00
			Total	$1,560.00

TABLE 7—IMPROVEMENTS TO VISION AND/OR APPROACH GRADES FOR WHICH COMMITMENTS WERE MADE FROM THE RAILWAY GRADE CROSSING FUND—1966 (Concluded)

Order No.	Date	Type of Improvement	Rly.	Location	Commitment from the Railway Grade Crossing Fund
					$
				PROVINCE OF NOVA SCOTIA	
119726	Jan. 21	Approach (west)	DAR	Near East Brenton, mile 75.8 Yarmouth Subd	2,800.00
119727	Jan. 21	Vision and Approach (west)	DAR	Near Lake Jessie, mile 71.31 Yarmouth Subd	4,080.00
119728	Jan. 21	Approach (south)	DAR	Upper Cross Road near Acaciaville, mile 22.5 Yarmouth Subd	4,000.00
121705	Aug. 15	Approaches	CNR	Milford Station, mile 38.48 Bedford Subd	5,600.00
				Adjustments made to cover increased grants for projects approved prior to 1966.	366.45
				Total	$16,846.45
				PROVINCE OF PRINCE EDWARD ISLAND	
				NIL	
				PROVINCE OF NEWFOUNDLAND	
120056	Feb. 24	Vision and Approaches	CNR	Mile 19.09 Bonavista Subd	3,250.00
				Total	$ 3,250.00
				GRAND TOTAL	$314,876.42

TABLE 8—GRADE SEPARATIONS AND UTILITIES APPROVED AND THE APPORTIONMENT OF COST IS RESERVED—1966

Order No.	Date	Type of Project	Rly.	Location
				PROVINCE OF ALBERTA
121305	July 11	Overhead Bridge	CPR	Highway No. 3, in N.W. ¼ of Sec. 10, Twp. 9, Rge. 22, W4M, near Coalhurst, mileage 4.28 Crowsnest Subdivision.
				PROVINCE OF ONTARIO
121269	July 6	Utilities (2)	CPR	Q.E.W. Township of Etobicoke, mileage 1.42 Canpa Subdivision.
122191	Oct. 5	Utilities (2)	CNR	Highway No. 122, Township of Toronto, mileage 16.62 Oakville Subdivision.
				PROVINCE OF QUEBEC
121045	June 13	Utility	CPR	Highway No. 11, Vimont, mileage 0.94 Trois Rivieres Subdivision.

SUMMARY

TABLE 9—SUMMARY OF CONSTRUCTION AND RECONSTRUCTION OF GRADE SEPARATIONS, DIVERSIONS AND RELOCATIONS OF UTILITY PLANTS APPROVED—1966

Type of Project		B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Totals
Overhead Bridges	With Grant	2	1	1	3	8	5	.....	.....	.....	3[A]	23
	Without Grant	.....	4	2	3	2	27	1	7	.....	.....	46
	Cost Reserved	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Subways	With Grant	1	.....	.....	1	9	1	.....	.....	.....	.....	12
	Without Grant	.....	.....	.....	1	3	3	.....	1	.....	.....	8
Reconstruction of Overhead Bridges	With Grant	.....	.....	1[B]	.....	11	3	.....	.....	.....	1	16
	Without Grant	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Reconstruction of Subways	With Grant	.....	1	2	.....	6	1	2	.....	.....	.....	12
	Without Grant	1	.....	.....	.....	2	1	.....	.....	.....	.....	4
Utilities	With Grant	1	5	3	2	61	9	3	.....	.....	2	86
	Cost Reserved	.....	.....	.....	.....	4	1	.....	.....	.....	.....	5
Diversions	With Grant	.....	1	.....	.....	4	1	1	.....	.....	.....	7
Pedestrian Overheads and Subways	With Grant	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
	Without Grant	.....	.....	.....	1	10	1	.....	.....	.....	.....	12
TOTALS	.....	5	13	9	11	122	53	7	8	.....	6	234

(A) Includes 1 project approved prior to 1966 but a grant from the Railway Grade Crossing Fund was approved during the current year.
(B) Project approved prior to 1966 but a grant from the Railway Grade Crossing Fund was approved during the current year.

TABLE 10—SUMMARY OF INSTALLATIONS OF AUTOMATIC PROTECTIONS AND IMPROVEMENTS TO CROSSINGS APPROVED—1966

Type of Protection		Y.T.	N.W.T.	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Totals
Flashers and Bell	With Grant	1	.....	12	16	9	32	91	101	18	22	6	2	310
	Without Grant	.....	3	2	.....	6	1	2	13	.....	.....	.....	1	28
Short Arm Gates, Flashers and Bell	With Grant	.....	.....	1	.....	.....	6	7	13	.....	.....	.....	.....	27
	Without Grant	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Flashers and Bell in lieu of Existing Protection	With Grant	.....	.....	.....	.....	.....	.....	3	2	1	3	1	.....	10
Short Arm Gates and Flashers in lieu of, or in addition to Existing Protections	With Grant	.....	.....	.....	.....	.....	.....	17	3	.....	1	.....	.....	21
Improvements to Existing Protection	With Grant	.....	.....	.....	1	.....	.....	18	4	1	2	.....	1	27
	Without Grant	1	.....	.....	1	.....	.....	2	7	.....	.....	.....	.....	11
Improvements to Vision and/or Approach Grades	With Grant	.....	.....	3	8	2	1	48	15	2	4	.....	1	84
	Without Grant	.....	.....	1	8	22	15	19	16	.....	.....	.....	.....	81
Widening and Other Improvements to Crossings	Without Grant	.....	.....	1	24	30	30	75	109	1	11	1	1	283
Crossings to be Protected by Flagman	.....	.....	.....	.....	.....	.....	.....	6	3	.....	2	1	.....	12
TOTALS	.....	2	3	21	58	69	86	288	286	23	45	9	6	896

Installation of Reflectorized Crossing Signs With Grant..... 2,291
Installation of Reflectorized Crossing Signs Without Grant..... 128
Relocation of Reflectorized Crossing Signs With Grant..... 275
Relocation of Reflectorized Crossing Signs Without Grant..... 5

TABLE 11—SUMMARY OF VARIOUS OTHER WORKS APPROVED—1966

Type of Work	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	N.W.T.	Totals
CONSTRUCTION ORDERS												
New Highway Crossings Approved	10	29	46	13	38	37	4	.....	.....	7	6	190
Highway Crossings to be Closed	6	13	25	8	22	15	2	.....	.....	1	.....	92
New Pedestrian Crossings Approved	2	1	1	2	4	2	.....	.....	.....	.....	.....	12
Railway Bridges (Over Rivers, Creeks, Canals)	6	.....	.....	5	7	2	.....	.....	.....	.....	.....	20
Trackage Serving Industries	9	7	5	3	25	7	2	.....	.....	.....	2	60
New Location of Railway Lines	1	1	2	1	1	.....	.....	.....	.....	.....	.....	6
Relocation of Railway Lines	1	.....	1	2	.....	1	1	1	.....	1	.....	8
Railway Connections	.....	.....	.....	.....	3	1	.....	.....	.....	.....	.....	4
Restricted Clearances	25	4	.....	1	13	8	3	3	.....	.....	.....	57
OPERATING ORDERS												
Over and/or Under (Bridges and Subways)	36	18	1	6	29	18	.....	1	.....	4	.....	113
Trackage Serving Industries	8	11	6	4	26	13	3	.....	1	.....	2	74
Opening of New Lines for Carriage of Traffic	.....	.....	2	1	9	4	1	1	.....	.....	.....	18
Interlockers	.....	.....	3	4	4	.....	.....	.....	.....	.....	.....	11
Abandonment of Operation of Railway Lines	1	.....	1	3	10	3	2	.....	.....	.....	.....	20
SIGNAL ORDERS												
CTC and Block Signals (including changes)	2	3	3	3	16	6	1	1	.....	2	.....	37
Interlockers (including changes)	.....	.....	.....	2	2	1	.....	.....	.....	.....	.....	5
Miscellaneous Works*	37	48	64	54	323	144	17	51	1	4	1	744
TOTALS	144	135	160	112	532	262	36	58	2	19	11	1,471

*Includes approvals of Fencing; Pipe Crossings, Increased Grants from Fund; Location of Telephone Lines; Amending and Rescinding Orders; etc.

TABLE 12—SUMMARY OF HIGHWAY-RAILWAY CROSSINGS IN CANADA UNDER THE BOARD'S JURISDICTION BY TYPE OF PROTECTION AS AT DECEMBER 31, 1966

Type of Protection	B.C.	Alta.	Sask.	Man.	Ont.	Que.	N.B.	N.S.	P.E.I.	Nfld.	Y.T.	Total
Subways	50	89	53	45	540	300	45	46	4	3	.....	1,175
Overhead Bridges	125	63	39	28	541	187	60	52	1	24	.....	1,120
Pedestrian Grade Separations	7	3	2	1	40	22	1	3	.....	1	.....	80
Gates & Flashers (auto. controlled)	19	27	10	44	369	87	4	8	.....	.....	.....	568
Gates & Flashers (man. controlled)	2	2	.....	.....	32	6	4	2	.....	.....	.....	48
Flashers	189	297	183	203	1,298	938	244	342	30	24	1	3,749
Wigwags	2	1	3	1	126	8	12	4	2	.....	.....	159
Manual Gates	2	.....	.....	.....	8	9	.....	2	.....	.....	.....	21
Watchmen	2	.....	.....	.....	9	.....	.....	1	.....	.....	.....	12
Flagged by Train Crew	17	.....	6	3	91	50	13	23	.....	.....	.....	203
Other Protection	3	1	3	1	29	6	5	6	3	1	1	59
Reflectorized Signs	865	2,937	4,799	2,351	4,408	1,804	522	432	153	194	.....	18,465
Standard Crossing Signs	267	1,188	2,880	1,452	1,134	194	113	144	83	65	3	7,523
TOTALS	1,550	4,608	7,978	4,129	8,625	3,611	1,023	1,065	276	312	5	33,182

APPENDIX C - OPERATING DEPARTMENT

STATEMENT NO. 1—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED ON RAILWAYS UNDER THE BOARDS'S JURISDICTION FOR YEAR ENDED DECEMBER 31ST, 1966

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci-dents	Killed	Injured
Canadian National	3	735	16	1,334	207	434	2,348	226	2,503
Canadian Pacific	.....	165	7	808	67	199	1,083	74	1,172
Algoma Central	.....	2	1	25	2	1	24	3	28
Arnaud	.....	.....	.....	.....	1	.....	1	1	.....
British Columbia Hydro	.....	.....	.....	1	.....	9	5	.....	10
Chesapeake & Ohio	.....	.....	.....	12	4	8	20	4	20
Cumberland	.....	.....	.....	15	.....	.....	10	.....	15
Dominion Atlantic	.....	1	.....	5	2	3	11	2	9
Essex Terminal	.....	.....	.....	6	1	1	8	1	7
Grand River	.....	.....	.....	1	.....	2	3	.....	3
Great Northern	.....	.....	.....	.....	1	5	5	1	5
Lake Erie & Northern	.....	.....	.....	2	.....	.....	2	.....	2
Napierville Junction	.....	1	.....	4	.....	.....	5	.....	5
New York Central	.....	.....	.....	2	2	12	9	2	14
Northern Alberta	.....	.....	.....	30	2	8	34	2	38
Quebec Central	.....	1	.....	8	.....	7	12	.....	16
Quebec, North Shore & Labrador	.....	.....	.....	9	.....	.....	9	.....	9
Toronto, Hamilton & Buffalo	.....	.....	.....	.....	.....	11	9	.....	11
White Pass & Yukon	.....	.....	2	8	.....	.....	6	2	8
TOTALS	3	905	26	2,270	289	700	3,604	318	3,875

STATEMENT NO. 2—NATURE OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR THE YEAR ENDED DECEMBER 31ST, 1966

Classification of Accidents	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acci-dents	Killed	Injured
Derailment	16	.....	48	9	2	16	.....	.....	.....	25	2	64
Collision head-on	2	3	14	1	.....	3	1	.....	3	4	3	20
Collision rear-end	2	2	16	4	2	9	.....	.....	.....	6	4	25
Collision, miscellaneous	2	1	11	.....	.....	.....	.....	.....	.....	2	1	11
Collision with cars account open switch	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Equipment struck in yard during switching or transfer movement including sideswipes of individual equipment in yards	16	.....	24	8	.....	12	1	.....	1	25	.....	37
Sideswipe—not including yard movements	3	.....	11	.....	.....	.....	.....	.....	.....	3	.....	11
Public highway crossing protected by gates—manual	4	1	3	2	.....	2	.....	.....	.....	6	1	5
Public highway crossing protected by gates—automatic	10	24	33	7	3	4	2	2	6	19	29	43
Public highway crossing protected by bell and wigwag	1	.....	4	5	2	5	3	.....	3	9	2	12
Public highway crossing protected by flashing lights and bell	70	22	79	35	10	43	17	1	25	122	33	147
Public highway crossing protected by other types of automatic protection	1	.....	1	1	.....	1	.....	.....	.....	2	.....	2
Public highway crossing otherwise protected	212	89	264	85	25	119	23	7	29	320	121	412
Private crossing	44	22	46	14	3	19	3	1	2	61	26	67
Trespassing	73	48	30	48	23	26	6	3	4	127	74	60
Working on or about engine	44	.....	44	30	.....	30	5	.....	5	79	.....	79
Miscellaneous	482	3	484	134	.....	138	32	.....	32	648	3	654
Adjusting couplers, coupling and uncoupling	28	.....	28	20	.....	20	5	.....	5	53	.....	53
Run down by engine or car between stations	1	1	3	.....	.....	.....	2	.....	2	3	1	5
Track car accidents	35	.....	41	30	.....	34	9	2	14	74	2	89
Track car struck by train	9	2	8	7	.....	10	2	1	8	18	3	26
Crossing between cars	2	.....	2	5	1	4	.....	.....	.....	7	1	6
Struck by engine or cars on adjoining track	7	.....	7	5	.....	5	.....	.....	.....	12	.....	12
Struck by switch stand, water spout, mail crane or other projection	7	.....	7	12	.....	12	.....	.....	.....	19	.....	19
Crushed between cars and buildings, lumber piles	10	.....	10	3	.....	3	.....	.....	.....	13	.....	13
Locomotive accidents, where defect involved	5	.....	5	1	.....	1	.....	.....	.....	6	.....	6
Getting on and off passenger trains	140	.....	141	19	.....	19	2	.....	2	161	.....	162
Rock slides, or other obstructions on track	2	.....	2	.....	.....	.....	.....	.....	.....	2	.....	2
Rough coupling	25	.....	28	16	.....	47	1	.....	1	42	.....	76

Classification of Accidents	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acci-dents	Killed	Injured
Riding on pilot or footboard of engine	1	.....	1	5	.....	5	.....	.....	.....	6	.....	6
Obstructions, overhead and on ground	13	.....	13	12	.....	12	.....	.....	.....	25	.....	25
Falling off top of car	1	.....	1	4	1	3	.....	.....	.....	5	1	4
Application and handling of air brakes, starting and stopping of trains, adjusting slack	81	.....	94	81	.....	88	7	.....	7	169	.....	189
Employees getting off train	160	.....	160	132	.....	132	12	.....	12	304	.....	304
Employees boarding train	67	.....	67	43	.....	43	4	.....	4	114	.....	114
Slipping on ice	51	.....	51	33	.....	33	6	.....	6	90	.....	90
Minor accidents in baggage cars and coaches	515	.....	518	112	.....	112	3	.....	3	630	.....	633
Run down by engine or cars at stations or in yards	14	3	11	8	.....	8	1	1	.....	23	4	19
Caught by engine or car while throwing switch	.....	.....	.....	2	.....	2	.....	.....	.....	2	.....	2
Slipping or falling off side or end ladders of cars	31	1	31	47	.....	47	6	.....	6	84	1	84
Hand brake—accident while working hand brake	53	.....	53	56	1	55	9	.....	9	118	1	117
Handling freight or baggage	20	.....	20	4	.....	4	2	.....	2	26	.....	26
Loading and unloading O.C.S. materials	16	.....	16	17	.....	17	2	.....	2	35	.....	35
Work train equipment	7	.....	8	6	1	8	1	.....	1	14	1	17
Cars moved while being loaded or unloaded	3	.....	3	2	.....	3	1	.....	1	6	.....	7
Carmen working on or under cars on running track when moved	2	1	1	1	.....	1	.....	.....	.....	3	1	2
Coupling or uncoupling hose	20	.....	20	2	.....	2	2	.....	2	24	.....	24
Turning angle-cock	8	.....	8	5	.....	5	1	.....	1	14	.....	14
Loads shifting in transit or switching	3	.....	3	3	.....	3	2	.....	2	8	.....	8
Falling or jumping off passenger train between stations	11	3	8	.....	.....	.....	.....	.....	.....	11	3	8
Equipment running away not under control	5	.....	8	4	.....	4	.....	.....	.....	9	.....	12
Individual detrailment of equipment in yard tracks	3	.....	4	.....	.....	.....	.....	.....	.....	3	.....	4
Accidents as a result of handling dangerous commodities	4	.....	4	.....	.....	.....	.....	.....	.....	4	.....	4
Fires occurring in passenger train equipment	3	.....	3	.....	.....	.....	.....	.....	.....	3	.....	3
Accidents as a result of train breaking in two	2	.....	2	3	.....	3	.....	.....	.....	5	.....	5
TOTALS	2,348	226	2,503	1,083	74	1,172	173	18	200	3,604	318	3,875

STATEMENT NO. 3—PARTICULARS OF ALL HIGHWAY CROSSING ACCIDENTS WITH DESCRIPTION OF PROTECTION IN EFFECT FOR THE YEAR ENDED DECEMBER 31st, 1966

	Newfoundland			Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Yukon Territory			Totals		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Gates, Manual	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	4	1	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	1	5
Gates, Automatic	...	...	...	...	...	...	...	...	...	...	...	...	6	22	28	8	5	11	...	...	...	...	...	...	2	...	3	3	2	1	...	...	...	19	29	43
Bell & Wigwag	...	...	...	...	...	...	...	...	...	1	...	4	...	...	...	8	2	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9	2	12
Flashing Lights & Bell	1	...	5	...	...	...	2	...	3	6	2	7	38	13	41	58	12	61	3	1	4	5	1	8	5	3	8	4	1	10	...	...	...	122	33	147
Other Types of Automatic Protection	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	2	...	2
Otherwise Protected	...	...	...	2	1	1	8	3	7	7	...	9	59	16	67	124	48	150	24	13	35	36	19	47	36	18	64	23	3	31	1	...	1	320	121	412
TOTALS	1	...	5	2	1	1	10	3	10	14	2	20	105	51	138	203	68	234	27	14	39	41	20	55	43	21	75	31	6	43	1	...	1	478	186	621

	1962	1963	1964	1965	1966
Number of accidents which occurred at crossings protected by Gates, Manual	4	5	7	6	6
Number of accidents which occurred at crossings protected by Gates, Automatic	7	14	9	18	19
Number of accidents which occurred at crossings protected by Bell	4	4	...	2	...
Number of accidents which occurred at crossings protected by Bell and Wigwag	16	17	9	5	9
Number of accidents which occurred at crossings protected by Flashing Light Signals and Bell	76	92	102	100	122
Number of accidents which occurred at crossings protected by Other Types of automatic protection	...	...	...	1	2
Number of accidents which occurred at crossings protected by Watchman	2	2	1	...	...
Number of accidents which occurred at crossings otherwise protected	319	342	305	320	320
TOTALS	428	476	433	452	478

STATEMENT NO. 4—HIGHWAY CROSSING ACCIDENTS BY PROVINCES FOR 5 YEAR PERIOD—1962 to 1966 INCLUSIVE

	Newfoundland	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon Territory	Totals
1962	4	4	12	7	94	193	19	34	38	23	...	428
1963	8	5	14	13	85	219	34	33	44	21	...	476
1964	4	3	7	15	106	186	33	26	34	19	...	433
1965	2	5	10	16	115	174	32	33	42	23	...	452
1966	1	2	10	14	105	203	27	41	43	31	1	478

STATEMENT NO. 5—HIGHWAY CROSSING ACCIDENTS AND MOTOR VEHICLE REGISTRATIONS—10 YEAR PERIOD 1957 TO 1966 INCLUSIVE

Year	Accidents	Killed	Injured	Motor Vehicle Registrations
1957	583	206	752	4,459,595
1958	516	188	660	4,719,474
1959	546	185	717	5,017,686
1960	473	172	628	5,256,341
1961	444	145	542	5,517,023
1962	428	154	542	5,774,810
1963	476	160	618	6,074,655
1964	433	154	570	6,382,033
1965	452	150	540	6,698,778
1966	478	186	621	.....

STATEMENT NO. 6—CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1966

Motor Vehicles Struck by Train	Accidents	Killed	Injured
Daylight hours	182	75	219
Night hours	86	53	142
Totals	268	128	361
Motor Vehicles Running Into Side of Train			
Daylight hours	75	13	103
Night hours	97	29	129
Totals	172	42	232
Pedestrians Struck by Train			
Daylight hours	15	8	7
Night hours	9	6	4
Totals	24	14	11
Accidents in which Track Cars Involved			
Daylight hours	8	.....	13
Night hours	.....	.....	.....
Totals	8	.....	13
Other Vehicles Struck by Train			
Daylight hours	2	1	1
Night hours	1	.....	1
Totals	3	1	2
Other Types of Accidents			
Daylight hours	2	1	1
Night hours	1	.....	1
Totals	3	1	2
Total Number of Accidents			
Daylight hours	284	98	344
Night hours	194	88	277
GRAND TOTALS	478	186	621

STATEMENT NO. 7—SUMMARY OF LOCOMOTIVE UNIT INSPECTIONS FOR THE YEAR ENDED DECEMBER 31st, 1966

Railway	Inspected	Defective	Defects
Canadian National	4,278	2,148	6,375
Canadian Pacific	2,984	1,442	3,838
Miscellaneous	697	243	597
TOTALS	7,959	3,833	10,810

DEFECTS ON LOCOMOTIVE UNITS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1966

Classification	No. of Defects
Inspections or tests not made when required	89
Safety appliances, associated parts and fastenings	1,305
Air Brake equipment	2,770
Compressed air system	164
Wheels, axles and journal bearings	225
Lights	330
Couplers, draft-gear and draw-gear	127
Bells, horns, (whistles)	168
Springs and spring rigging	360
Sanders	811
Cabs, hoods, carbodies	595
Fire protective appliances	8
Gauges, meters, indicating warning & protective devices	198
Communicating signal systems	27
Running defects	4
Trucks	353
Power plant, its components and auxiliaries	1,187
Transmission	464
Power and control circuits and equipment	22
Batteries	3
Accident prevention	1,531
Miscellaneous diesel locomotive defects	11
Miscellaneous diesel electric locomotive defects	58
TOTAL DEFECTS	10,810

STATEMENT NO. 8—SUMMARY OF HEATING & POWER BOILER INSPECTIONS FOR YEAR ENDED DECEMBER 31st, 1966

Railway	Inspected	Defective	Defects
Canadian National	1,204	134	160
Canadian Pacific	674	41	58
Miscellaneous	171	1	5
TOTALS	2,049	176	223

DEFECTS ON HEATING AND POWER BOILERS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1966

Classification	No. of Defects
Boilers	6
Boiler water system	34
Fuel and combustion system	48
Steam components, steam lines	79
Inspection Forms, Fire and Accident Prevention, Lighting & Electrical Equipment	31
Control indicating or warning devices	25
TOTAL DEFECTS	223

STATEMENT NO. 9—SUMMARY OF FREIGHT CAR INSPECTIONS FOR THE YEAR ENDED DEC. 31st, 1966

Railway	Inspected	Defective	Defects	Tare Weight		Piston Travel	
				Inspected	Overdue	Inspected	Improperly Adjusted
Canadian National	36,106	5,269	6,759	8,118	226	15,504	1,361
Canadian Pacific	22,257	3,885	4,931	6,280	278	11,291	1,035
Miscellaneous	5,604	647	791	896	11	2,178	131
TOTALS	63,967	9,801	12,481	15,294	515	28,973	2,527

DEFECTS ON FREIGHT CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1966

Classification	No. of Defects
Safety appliances and safety devices	2,603
Hand brakes	787
Foundation brake gear	563
Air brake and air operated equipment	3,729
Couplers, draft gear	745
Wheels, axles, journal bearings, wheel & axle assemblies	268
Trucks	1,261
Car bodies	272
Tanks, trailer flats, loading, placarding, special equipment	450
Cooling, heating, cooking, lighting & electrical equipment	10
Accident Prevention, sanitation and facilities	51
Inspections or tests not made when required	1,742
TOTAL DEFECTS	12,481

STATEMENT NO. 10—SUMMARY OF PASSENGER CAR INSPECTIONS FOR YEAR ENDED DECEMBER 31st, 1966

	Inspected	Defective	Defects	Piston Travel	
				Inspected	Improperly Adjusted
Canadian National	3,094	770	1,164	794	61
Canadian Pacific	1,127	311	503	246	10
Miscellaneous	52	9	9	25	.....
TOTALS	4,273	1,090	1,676	1,065	71

DEFECTS ON PASSENGER CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31st, 1966

Classification	No. of Defects
Safety appliances and safety devices	156
Hand Brakes	11
Foundation brake gear	138
Air brake and air operated equipment	128
Couplers, draft gear	25
Wheels, axles, journal bearings, wheel and axle assemblies	12
Trucks	218
Car Bodies	1
Cooling, heating, cooking, lighting & electrical equipment	200
Accident prevention, sanitation and facilities	581
Inspections or tests not made when required	206
TOTAL DEFECTS	1,676

STATEMENT NO. 11—ANALYSIS OF FIRES REPORTED AS BEING OF RAILWAY ORIGIN IN FORESTED TERRITORY DURING THE 1966 FIRE SEASON

	Canadian National Regions					Canadian Pacific Regions				Other Railways	Total All Railways
	Atlantic	St. Lawrence	Great Lakes	Prairie	Mountain	Atlantic	Eastern	Prairie	Pacific		
CAUSE OF FIRE											
Locomotive	71	14	35	4	11	.....	22	2	124	2	285
Employee	2	.....	11	1	5	2	11	6	4	2	44
Fusee	4	1	.....	.....	.....	.....	1	5	4	.....	15
Burning smoking material from trains	1	.....	2	.....	2	.....	4	.....	2	2	13
TOTAL NUMBER	78	15	48	5	18	2	38	13	134	6	357
Estimated Acreage Ruined											
Young forest growth	94	54	98	12	65	1	4	2	30	53	413
Merchantable timber	10	.....	7	.....	28	.....	.....	46	1	.....	92
Slashing or old burn	18	.....	.....	.....	.....	.....	5	.....	.....	10	33
Other	128	45	120	2	23	3	339	14	23	100	797
TOTAL ACRES	250	99	225	14	116	4	348	62	54	163	1,335
Estimated Value of Property Destroyed											
	$	$	$	$	$	$	$	$	$	$	$
Young forest growth	493.	529.	2,426.	10.	741.	2.	6.	50.	163.	388.	4,808.
Merchantable timber	301.	.....	55.	.....	620.	.....	.....	26.	19.	.....	1,021.
Forest products	.....	.....	.....	.....	.....	.....	60.	.....	.....	.....	60.
Other	1,725.	6,971.	.....	.....	2,505.	.....	69.	.....	339.	.....	11,609.
TOTAL VALUE	2,519.	7,500.	2,481.	10.	3,866.	2.	135.	76.	521.	388.	17,498.

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

CHIEF COMMISSIONER ROD KERR, Q.C.

ASSISTANT CHIEF COMMISSIONER – H.H. GRIFFIN

DEPUTY CHIEF COMMISSIONER – J.E. DUMONTIER

COMMISSIONER – J.M. WOODARD W.R. IRWIN – A.S. KIRK

SECRETARY OF THE BOARD - C.W. RUMP

FEDERAL PUBLIC STATUTES CONFERRING JURISDICTION ON THE BOARD INCLUDE:

RAILWAY ACT – Chap 234, R.S.C. 1952. Confers extensive judicial, regulatory and administrative functions in respect of, inter alia, location, construction, operation and uniform accounting of railways subject to Parliament; protection at highway-railway crossings, The Railway Grade Crossing Fund, railway express, telegraph, telephone and international bridge tolls.

TRANSPORT ACT – Chap 271, R.S.C. 1952 Confers jurisdiction to license ships on the Great Lakes MacKenzie and Yukon Rivers; their charges and tolls; and agreed charges of certain rail and water carriers.

BRIDGES ACT – Chap 20 R.S.C. 1952 C.N.R. – C.P.R. ACT – Chap 39, R.S.C. 1952

MARITIME FREIGHT RATES ACT – Chap. 174, R.S.C. 1952. RADIO ACT – Chap. 233, R.S.C. 1952.

ST. LAWRENCE SEAWAY AUTHORITY ACT – Chap 242, R.S.C. 1952 TELEGRAPH ACT – Chap 262, R.S.C. 1952.

C.N.R. ACT – Chap. 29 of 1955 Statutes. APPROPRIATION ACTS – Reduced Rates – Subsidies.

ECONOMICS AND ACCOUNTING

M.E. Burwash Director

D.C. Deighton Ass't Director

Responsible for providing economic, statistical and financial information and advice required for decisions by the Board in connection with investigations, applications, hearings and reviews of carrier performance pursuant to Board Orders and Rulings; the form and content of periodic reporting by railways, water carriers; communications and other companies subject to the jurisdiction of the Board; analysis and interpretations of transportation and communication trends in recurrent reports and special submissions; processing and publication of the Annual Waybill Analysis of All-Rail Carload Freight Traffic; administration of uniform accounting classifications; conducting field examinations of company records; issuance of accounting interpretations and rules governing the preservation of records; formulae governing freight and traffic costing and general accounting allocations, and the methods to be followed in establishing "out of pocket" and "all inclusive" costs; special studies and research on the economics of companies under the jurisdiction of the Board, including problems which are known to be developing and which may be expected to involve Board decisions.

ENGINEERING

R.A. Shier Director

A.G. Hibbard Ass't. Director

The Engineering Branch deals with and advises the Board on all applications concerning construction and maintenance of railway lines, and administration of the Railway Grade Crossing Fund.

Conducts field inspection and examines plans before recommending the approval of construction and maintenance of railway lines, sidings, railway-highway-farm crossings, junctions, signals, bridges, fences, drainage, etc.

Conducts field inspections, examines plans and estimates of cost for construction of grade separations, installations of automatic protection or safety features at railway-highway crossings.

Maintains complete record of railway-highway crossings and grants, commitments and payments from the Railway Grade Crossing Fund.

LAW

J.M. Fortier, Q.C. General Counsel

L.J. Solembier Ass't. Counsel

The law Branch advises the Board and its Officers on questions of law, jurisdiction, practice and procedure, drafts orders regulations and legislation; represents the Board on appeals and references to the Supreme Court of Canada and other courts when necessary; attends the Board's public hearings and when necessary examines witnesses; confers and corresponds with Counsel representing parties to applications before the Board; prepares briefs, memoranda and precis on matters dealt with by the Board.

Supervises the maintenance of the Board's Library and other related work of a professional legal nature.

OPERATING

R.M. MacDonald Director

M.R. Angus Ass't. Director

The Operating Branch advises the Board and makes recommendations in matters relating to adequacy of rail service to the public, safety of operation, safe condition of rolling stock and equipment, suitability of facilities, investigation of accidents, fire prevention along railway right-of-way and the safe transportation of commodities. The Branch is divided into four sections: (1) Operating, (2) Mechanical, (3) Fire Prevention and (4) Explosives and Other Dangerous Commodities.

In view of the Branch's concern with the day to day operation of railways coming under the Board's jurisdiction, close working relations are maintained at all levels of management as well as with labour groups and other interested parties. Applications to abandon, reduce or augment existing services are investigated by the Operating Branch. Rolling stock and motive power is regularly inspected. To carry out the field work involved in these duties District Offices are maintained at several locations outside Ottawa. The current rules respecting most of these functions are contained in some 36 Board Orders which are subject to periodic amendment or revision as the need arises.

SECRETARY'S (Administrative)

C.W. Rump Secretary

J.D. Beaton Ass't. Secretary

The Secretary's or Administrative Branch is divided into three sections: (1) General Administrative Services, (2) Records and (3) Accounts.

In addition to the maintenance of minutes of Board meetings the Secretary's Branch keeps a record of all proceedings conducted before the Board by way of public hearings, makes all arrangements for such hearings at or outside Ottawa; deals with all official correspondence of the Board; has custody and care of all official records and documents belonging or appertaining to the Board; maintains official copies of every Judgment, Regulation, Ruling and Order of the Board; issues certified copies of such orders and regulations as requested; makes recommendations on matters affecting the employment and accommodation of the Board's staff; initially deals with inquiries for information covering the Board's work from interested parties, the Press, etc

TRAFFIC

H.W. Ellicott Director

J. Hanley Ass't Director

Deals with, and advises the Board on, all matters concerning Traffic, Tolls and Tariffs in respect of:

Freight (Rail and Water).
Passenger (Rail and Water).
Express.
Agreed Charges.
International Bridges and Tunnels.
Telegraph.
Telephone.
Radio Messages (Radio Regulations).
Maritime Freight Rates Act.
Freight Rates Reduction Act.
Trackage Maintenance Subsidy.
Licensing of Ships.
Free and Reduced Rate Transportation.

JANUARY 1967

DISTRICT OFFICES ENGINEERING AND OPERATING

MONCTON, N.B. | MONTREAL, P.Q. | TORONTO, ONT. | WINNIPEG, MAN.

DISTRICT OFFICES OPERATING

CALGARY, ALTA. | ST. JOHN'S, NFLD. | SASKATOON, SASK. | VANCOUVER, B.C.

BINDING SECT. MAR 15 1982